

GRAIN DEALERS JOURNAL

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

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Gee-Lewis Grain Co., grain consignments.*
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Irwin, Dudley M., barley.*
McConnell Grain Corporation, commission merchants.*
Kennedy & Co., Chas., wheat a specialty.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., grain merchants.*
Urmston Grain Co., grain commission.*
Whitney & Gibson, consignments.*

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Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

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King Wilder Grain Co., grain shippers.*

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Winer Feed Co., food, feed, seed.

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Brennan & Co., John E., grain commission merchants.*
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Northern Grain & Warehouse Co., grain receivers.
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Rosenbaum Grain Co., J., grain merchants.*
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Rothschild Co., Moses, receivers and shippers.*
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Sawyer Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
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Zweig & Co., Harry A., cash grain only.

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Shepard, Clark & Co., grain merchants.*
Star Elevator Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., receivers, shippers hay & grain.*
Union Elevator Co., The, grain and hay.*

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E. A. Johnson Co., grain and flour brokers.

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

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Scott-George Grain Co., receivers and shippers.*
Summit Grain & Coal Co., wheat, corn, oats, rye, barl.*
Thompson Merc. Co., The W. F., wholesale hay.
Warwick Grain Co., consignments.

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Marshall Hall Grain Co., grain commission.*
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Taylor & Patton Co., corn and oats.*
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Simmons & Co., F. J., grain and hay.*

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Sexson, C. R., grain.

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Gulf Grain Co., grain, hay, millfeed.*

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Hausam-Bateman & Co., grain buyers and sellers.
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Kelly Milling Co., Wm., millers of hard wheat.
McClure Grain Co., J. B., buyers and sellers.*
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Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
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Evans Grain Co., W. R., commission and brokerage.*
Goldberg Grain Co., consignments.*
Hayward-Rich Grain Co., grain commission.*
Hill, Lew, strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
McCardle-Black Co., grain merchants.*
Menzie Grain & Bkg Co., Carl D., grain commission.*
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Sawyer Grain Co., consignments.*
Urmston Grain Co., receivers and shippers.*
Witt, Frank A., grain commission and brokerage.*

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Stockbridge Elvtr., track buyers, sellers, gr. & sds.
Wagner-White Co., track buyers-sellers, grain-feed.

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Brittain & Co., P. L., mer. bkrs., dtrs. hay, gr., mill pdts.
Green, R. H., whlse. grocers, pdce, grain, mill feed.
Nall & Co., A. S., grain brokers.
Royal Feed & Mfg. Co., mixed feed mfrs.*

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Board of Trade Members.

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Beyer Grain Co., consignments and mill orders.
Bruce Bros. Grain Co., consignments.*
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Denton Kuhn Grain Co., consignments.*
Dilts & Morgan, consignments.*
Ernst Davis Grain Co., commissions.*
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Fisher Grain Co., C. V., receivers & shippers of grain.*
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Goffe & Carkener, receivers and shippers of grain.*
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Hinds Grain Co., The, receivers, shippers.*
Hipple Grain Co., feterita, kafir, milo.*
Meusendieck Grain Co., consignments.*
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Thresher Fuller Grain Co., grain commission.*
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*Member Grain Dealers National Association.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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avis & Susong Co., hay, grain, feed.*
 vey & Co., R. T., merchandise and grain brokers.
 ecurity Mills & Feed Co., flour and feed.*
 oith & Co., J. Allen, flour, meal, feed.*

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etty Brokerage Co., grain brokers.*

LAKE VILLAGE, ARK.

ty Feed Co., The, wholesale hay, grain and feeds.

LITTLE ROCK, ARK.

Grain Exchange Members.

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 eple & Stockton, hay, grain, feed.
 echan Co., H. K., grain dealers.
 aniel Mill & Elevator Co., Joe, grain, hay, feed.
 arragh Company, hay, grain, mixed feeds.*
 avis, S. P., dealer, consignments.
 armer Co., E. L., brokers, hay, grain, mill feed.*
 ordy Co., C. L., grain brok., hay, grain, mill feed.
 ayes Grain & Commission Co., dealers in grain, hay.*
 orse Co., F. E., grain brokers.
 unn-Burrow Brokerage Co., grain, hay, mill feed.*
 eweyer Grain Co., George, grain, hay, mill feed.*
 einmann Milling Co., grain, hay, mixed feeds.
 ilson Co., John R., grain brokers.
 ilson & Co., hay, grain, feed brokers.

LIMA, O.

iddle & Co., T. P., hay and grain.

LOUISVILLE, KY.

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ingham-Hewett Gr. Co., receivers-shippers of grain.*
 nder & Co., grain, hay, flour.
 armer & Sons, Oscar, hay, grain and feeds.*
 entucky Public Elevator Co., stores and shippers.*
 euff & Co., A. C., specialty white mlg. corn, wh.*
 ehoeff & Co., H., receivers and shippers.*
 orn & Co., S., receivers and shippers.*

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oon-Taylor Co., grain and hay brokers.*

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Merchants Exchange Members.

nderson, Embrey E., grain, hay, ear corn specialty.*
 rowne, Walter M., broker & com., consignments.*
 uxton, E. E., broker and commission merchant.*
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 eeral Byproducts Co., everything for mixed feeds.
 ark-Burkie & Co., grain and hay.*
 ook, L. P., receiver and shipper.
 ays & Andrews Co., grain, mixed feed.*
 enyven & Co., brokers and commission.*
 eagar-Morgan Co., mixed feed manufacturers, grain.
 asenwinkle, H. J., consignments.
 orton & Co., J. B., grain dealers.
 ernational Sugar Feed No. 2 Co. mfrs, swt. mx. fd. ones, Lee D., grain dealers.*
 ovitti & Co., R. B., cotton seed and peanut products.
 arks & Anderson, wholesale grain, hay, mixed feed.
 emphis Milling Co., high grade mixed feed.*
 ernational Brokerage Co., flour, grain, feed brokers.*
 ississippi Elevator Co., grain dealers, feed mfrs.*
 eesly Co., J. L., broker, com., alf. meal, molasses.*
 atteson & Co., G. E., mfrs, mixed feed, grain.*
 ease & Dwyer, grain, mixed feed.*
 iverside Elevator & Warehouse, broker & whse'man.
 oyal Feed & Milling Co., mixed feed manufacturers.*
 ruggs-Robinson Co., brok. com. mer., consignments.*
 eessum Coal & Grain Co., grain, mixed feed.
 uperior Feed Co., The, mfrs, mixed feed, gr. rec.*
 out-Hunt Milling Co., flour and corn meal.
 ate & Co., J. E., wholesale grain dealers.
 S. Feed Co., grain, hay, mill feed.*
 ade & Sons, Inc., John, grain, feed, flour.*

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 lley, A. A., dealers & broker, grain and seeds.

MIDDLETOWN, CONN.

eech & Stoddard, Inc., grain, feed, hay, flour.*

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acon Co., E. F., grain and seed.*
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 odfrey-Blanchard Co., grain receivers.*
 ammy Company, P. C., barley and rye.*
 uinn Shepherdson Co., receivers & shippers.
 ankin, M. G., & Co., grain and feed.
 alto Elvtr. Co., grain receivers and shippers.*
 aylor & Bournique Co., grain merchants.*

MINNEAPOLIS, MINN.

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anner Grain Co., grain receivers.
 enson, Stabeck Co., grain commission.*
 argill Commission Co., grain commission.
 arter, Sammis & Co., grain commission.
 eeral Grading Co., grain merchants.
 ambers-Mackay Co., screenings & mill feed.
 aympole Co., William, grain commission.*
 aries & Co., F. M., grain commission.*
 ee Grain Co., G. E., receivers and shippers.
 etchell-Tanton Co., grain commission.

MINNEAPOLIS (Continued).

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 Lewis & Co., Chas. B., consignments.*
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 Hale & Sons, J. R., receivers and shippers.*
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 Jones & Co., Chas. D., receivers and shippers.*
 Kerr, S. S., receiver and shipper.*
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 Nashville Roller Mills, self rising flour mfrs.*
 Nashville Warehouse & Elvtr. Co., public storage.*
 Nell Shofner Grain Co., receivers and shippers.*
 Rex Mill & Feed Co., grain and feeds.*
 Tate, W. R., receiver and shipper.*
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 Worke & Co., R. H., grain, feed, hay.

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 Schwartz & Co., R. F., commission merchants.*
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 Maney Export Co., grain merchants.
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 Mid-West Grain Co., grain merchants.
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 Perkins Grain Co., W. L., commission merchants.*
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 Stinnett Grain Co., grain merchants.*
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 Dawson Grain Co., grain merchants.
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 Merriam Commission Co., consignments.*
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 Nye Schneider Fowler Grain Co., consignments.*
 Oswald Delaney Grain Co., consignments.
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 Rothschild Grain Co., corn and oats.*
 Stockham Grain Co., E., commission merchants.*
 Trans-Mississippi Grain Co., receivers and shippers.*
 United Grain Co., grain commission.
 Updike Grain Co., consignments.*
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 Buckley & Co., grain and seeds.*
 Cole Grain Co., Geo. W., receivers and shippers.*
 Conover Grain Co., E. B., grain commission.*
 Dewey & Sons, W. W., grain commission.*
 Feltman Grain Co., C. H., grain commission.*
 Grier & Co., T. A., grain commission.*
 Harwood-Young Co., grain commission.
 Luke Grain Co., grain commission.*
 McFadden & Co., G. C., consignments.
 McCreery & Son, J. A., wheat, corn, oats.*
 Miles, P. B. & C. C., grain commission.*
 Mueller Grain Co., receivers and shippers.*
 Slick, L. E., consignments solicited.
 Turner Hudnut Co., receivers and shippers.
 Tyng Grain Co., commission merchants.*
 Warren Commission Co., consignments.*

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 Dunwoody Co., Egl., flour, grain, feed.*
 Lemont & Son, E. K., hay, grain, millfeed.
 Miller & Sons, L. F., grain, seeds, hay.*
 Richardson Bros., grain, flour, millfeeds.*
 Richardson, Geo. M., grain and feeds.*
 Rogers & Co., E. L., hay, straw, grain, feed.*
 Smith, Monroe A., grain and feeds.
 Taylor & Bournique Co., grain merchants.*
 Young & Co., S. H., wheat, corn, oats.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.*
 Geldel & Leubin, grain and hay.
 Hardman & Heck, grain, hay, millfeed.*
 Heck & Co., W. F., grain, hay, millfeed.*
 Herb Bros. & Martin, grain and hay.
 McCague, R. S., grain, hay.
 Taylor & Bournique Co., grain merchants.*
 Walton Co., Samuel, grain and hay.*
 Young & Fisher, brokerage and commission.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, ORE.

Albers Bros. Mlg. Co., millers and exporters.
 Globe Grain & Mlg. Co., grain, hay and feed.*
 Kerr, Gifford & Co., Inc., grain exporters.*
 Northern Grain & Warehouse Co., grain exporters.*
 Pacific Coast Elevator Co., grain.
 Pacific Grain Co., grain exporters.*
 Ryer Grain Co., wheat, corn and oats.
 Stephens-Smith, Grain Co., grain and bag dealers.*
 Tri-State Terminal Co., general grain and bags.*

PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay and feed.*

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain.

SEATTLE, WASH.

Albers Bros. Mlg. Co., millers and exporters.
 Lilly Co., The Chas. H., seed merchants.*
 Pacific Grain Co., grain exporters.*
 Ryer Grain Co., wheat, corn and oats.*
 Tri-State Terminal Co., general grain and bags.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.*
 Gordon Commission Co., T. P., gr. dealer and broker.*
 Great Western Grain Co., buyers and sellers.*
 Holdridge Grain Co., receivers and shippers.*
 Aunt Jimma Mills Co., A. J., hominy feed.
 Marshall Hall Grain Co., consignments solicited.*
 McKee Lindley & Dunn Grain Co., commission.
 Mid-West Grain Co., pure soft wheat.*
 Sloan Simmons Grain Co., consignments.*
 St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
 Dreyer Commission Co., feeding stuffs, grain, seeds.*
 Elmbro Schultz Gr. Co., receivers and shippers grain.*
 Goffe & Carkner Co., grain commission.*
 Graham & Martin Grain Co., grain commission.*
 Ichtertz & Watson, grain, seeds and hay.*
 Marshall Hall Grain Co., grain commission.*
 Langenberg Bros. Grain Co., grain commission.*
 Morton & Co., grain commission.*
 Nanson Commission Co., grain commission.*
 Picker & Beardsley Com. Co., grain and grass seed.*
 Toberman, Mackey & Co., grain, hay, seeds.*
 Turner Grain Co., grain commission.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

SIoux CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.
Bailey, Walter H., grain merchants.*
Godfrey Blanchard Co., grain receivers.*
McCaull Dinsmore Co., commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., grain merchants.*
Terminal Grain Corp., receivers and shippers.
Western Terminal Elevator Co., receivers and shippers.

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.
Morehouse & Co., wholesale grain and seeds.
Rice Grain Co., cash grain.*

*Member Grain Dealers National Association.

TOLEDO (Continued).

Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.
Young Grain Co., grain receivers, shippers.
Zahn & Co., J. F., grain seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

TOPPENISH, WASH.

Preston Co., H. P., alfalfa meal, grain, hay, feedstuffs.

UNION CITY, TENN.

Cherry-Moss Grain Co., grain, hay, feeds, seeds.
Dahnke-Walker Milling Co., milling, grain, feed.*
Howell Grain & Feed Co., grain and feed.

WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments and mill orders.*

WICHITA (Continued).

Blood-Pickerill Grain Co., consignments, mill orders.
Clark Burdick Grain Co., consignments.*
Clark Grain Co., C. M., all kinds grain and feed.
Craig Grain Co., J. W., consignments and mill orders.
Evans-Williams Grain Co., grain and mill feed.*
Groth, Samuel C., milling wheat and feed.
Hayes Grain Co., John, Okla.-Kan. wheat for mills.
Kansas Flour Mills Co., receivers and shippers.*
Kansas Milling Co., millers and grain merchants.*
Kelly Grain Co., Edward, grain and mill feed.
Koch Grain Co., Geo., milling wheat.
Kramer Grain Co., receivers and shippers.*
Raymond Grain Co., consignments.
Strong Trading Co., wholesale grain and feed.*
Wallingford Bros., receivers and shippers.*
Warwick Grain Co., "always have a bid."
Wichita Flour Mills Co., millers and grain merchants.
Wichita Terminal Elev. Co., general elevator business.*

WINCHESTER, IND.

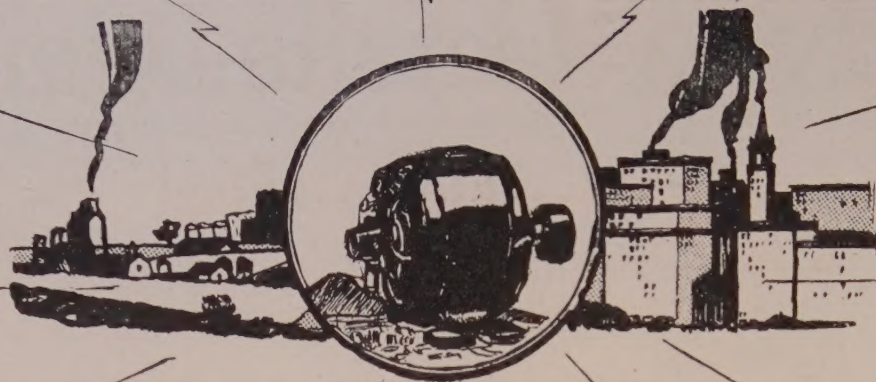
Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.*



MAY you have an enjoyable Holiday Season and may the New Year bring you happiness and prosperity greater than you have ever known, and may each succeeding day of the year give you more cause for thankfulness.

This is the wish of these **Pittsburgh** Hay and Grain Exchange Members.

<i>Harper Grain Co.</i>	<i>Herb Bros. & Martin</i>
<i>R. D. Elwood & Co.</i>	<i>R. S. McCague, Ltd.</i>
<i>C. A. Foster Co.</i>	<i>J. W. Smith & Co.</i>
<i>Geidel & Leubin</i>	<i>D. G. Stewart</i>
<i>W. F. Heck & Co.</i>	<i>Samuel Walton Co.</i>
<i>Young & Fischer</i>	<i>Daniel McCaffrey Sons</i>
<i>Taylor & Bournique Co.</i>	



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CHATTANOOGA CHATTANOOGA

Live Wire Grain Dealers have made the "Dynamo of Dixie" the logical distributing point of the South for grain, feed, flour, and seed. Ship your grain to Chattanooga, or place your orders there, and the "Dynamo" will keep the current flowing in Dixie.

Federal Grain Inspection. Hay Inspection approved by National Hay Ass'n.

BAGLEY & SEMMES

Hay, Grain and Feed Brokers

CHATTANOOGA FEED CO.

Grain, Feed, Hay, Cow Peas

A. D. HARBIN

Hay, Grain and Mill Feeds

TENNESSEE RIVER MILLING CO.

Corn Buyers and Corn Meal Manufacturers

THOMASSON & CO., J. T.

Grain, Hay, Feed

WINER FEED CO.

Food, Feed, Seed

Ready to Meet the Demand

Grain --- Flour --- Feed

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JOHN C. BENNETT & CO.—Brokers.

W. H. CROZIER & CO., Receivers and shippers.

DAUGHERTY-VINCENT GRAIN CO.—Receivers and shippers.

THE GILLETTE GRAIN CO.—Operators steel elevator.

J. R. HALE & SONS—Receivers and shippers.

HERMITAGE ELEVATOR & WAREHOUSE—Public storage.

CHAS. D. JONES & CO.—Receivers and shippers.

S. S. KERR—Receivers and shippers.

LIBERTY MILLS—Flour and feed.

MERO MILLS—FLAVO FLOUR, feeds.

NASHVILLE GRAIN & FEED CO.—Receivers and shippers.

NASHVILLE ROLLER MILLS—Self-rising flour mfrs.

NASHVILLE WAREHOUSE AND ELEVATOR—Public elevator.

NEIL SHOFNER GRAIN CO.—Receivers and shippers.

REX MILL & FEED CO.—Grain and feeds.

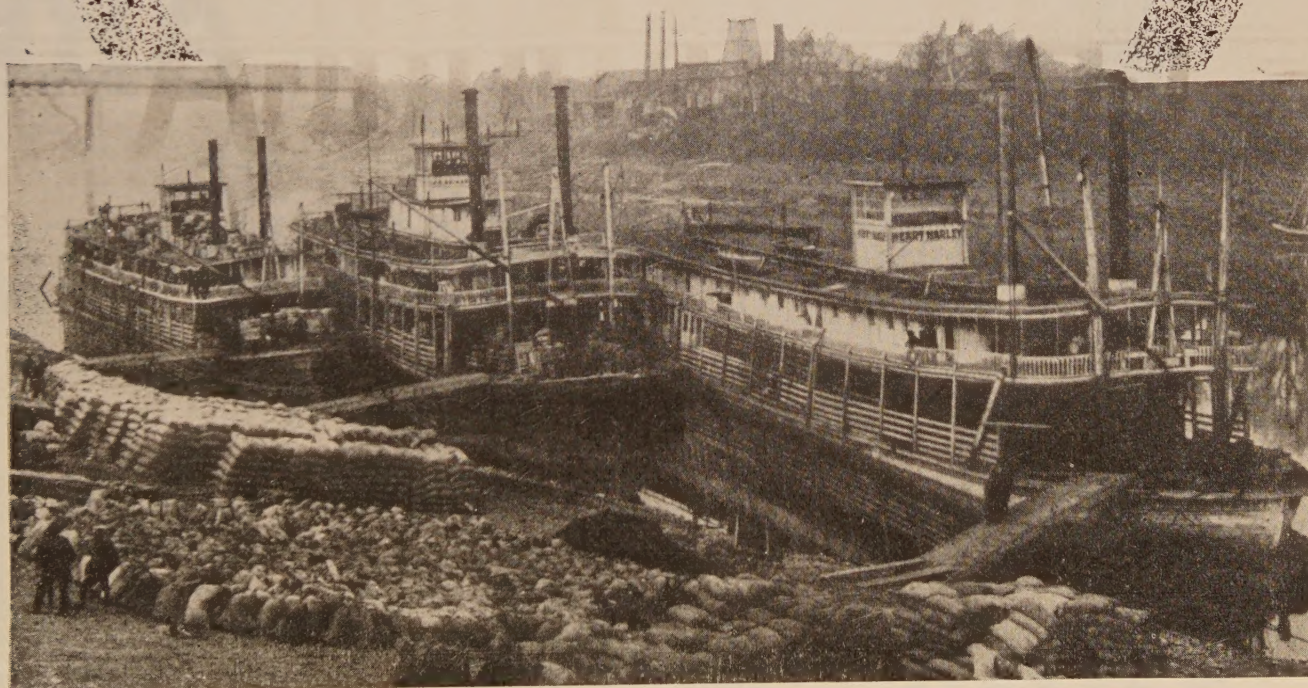
W. R. TATE—Receivers and shippers.

TENNESSEE GRAIN CO.—Receivers and shippers.

JOHN A. TYNER & CO.—Corn, wheat, oats, seeds.

J. H. WILKES & CO.—Grain, flour, feeds.

R. H. WORKE & CO.—Grain, feed, hay.



NASHVILLE

New Year's Announc

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LITTLE

ARKA



DURING THE

1920

Cunningham Commission Co., grain, corn products
Caple & Stockton, hay, grain, feed
Cochran Co., H. K., grain dealers
Daniel Mill & Elevator Co., Joe, grain, hay, feed
Darragh Company, hay, grain, mixed feeds
Davis, S. P., dealer, consignments
Farmer Co., E. L., brokers, hay, grain, mill feed
Gordy Co., C. L., grain brok., hay, grain, mill feed

ment

EYE ON

ROCK

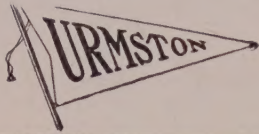
NSAS

COMING YEAR



Hayes Grain & Commission Co., dealers in grain, hay
Morse Co., F. E., grain brokers
Munn-Burrow Brokerage Co., grain, hay, mill feed
Niemeyer Grain Co., George, grain, hay, mill feed
Weinmann Milling Co., grain, hay, mixed feeds
Wilson Co., John R., grain brokers
Wilson & Co., hay, grain, feed brokers

1920

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Members

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INDIANAPOLIS, IND.

BELT ELEVATOR & FEED CO.

Fred Vawter
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about having you send a trial car.

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SAM J. BRUCE, Manager Consignment
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GRAIN COMMISSION
Special Representative
to His Majesty
THE GRAIN SHIPPER
Board of Trade Indianapolis, Ind.

Put Your Name
where everyone identified
with the grain trade will
see it and keep it there.
THAT IS IN THE
Grain Dealers Journal
OF CHICAGO

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McCardle-Black Co.
GRAIN COMMISSION
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A successful experience of
60 years at your service
B. B. MINOR & SON
INDIANAPOLIS, IND.

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Members**TOLEDO**Produce Exchange
Members

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Wholesale Grain Dealers
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We make track bids and quote delivered prices.
Solicit Consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
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J.F. ZAHM & Co.
HERE SINCE '79

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sell so can give your shipments our
undivided attention.

WHEAT—CORN
OATS—RYE—SEED
Why not Consign—All the Time?

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Providence does dealing. When "Seedy" favor
C. A. KING & CO.
Like Billy Sunday, they deal in cash and futures

Consignments Futures
H. W. DeVORE & CO.
Our Aim To Serve
Toledo Chicago

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TOLEDO, OHIO
Milling Wheat Cash Grain
Mill Feeds

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want ad twice a month and your want will soon be
satisfied.

L.B.Lovitt & Co.

Cotton Seed and Peanut Products

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St. Louis Merchants Ex.**CONSIGNMENTS**

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FETERITA KAFIR MILO**Hipple Grain Co., Kansas City, Mo.****Yes Sir!**

We Handle

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GRAIN—SEEDS****S.H. MILLER GRAIN CO.**

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By dealing with the Wichita Board of Trade Members, whose names appear below, you are putting yourself in line for bigger and better business.

These firms have an enviable reputation for fair dealing, any or all of them will handle your business to your entire satisfaction.

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Sam Groth Grain Co.
The Red Star Milling Co.
John Hayes Grain Co.
The Kansas Flour Mills
The Kansas Milling Co.
George Koch Grain Co.
Kramer Grain Co.
Kelly Grain Co.

The Wichita Flour Mills
Dilts & Morgan
The Wichita Terminal Elevator
Blood-Pickerell Grain Co.
Roth Grain Co.
Strong Trading Co.
Williamson Grain Co.
C. L. Wagner Grain Co.
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Warwick Grain Co.
The Schaefer Grain Co.
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Mr. Shipper: You can stop your grain in Lincoln and get a federal grade before you ship it to terminal markets. Know what your grain will grade at the Terminal. It will pay you. Get in touch with these Lincoln Firms. They are in the market for your grain.

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CORN -- OATS -- BARLEY -- RYE
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ALL Eastern Roads are available, through Eastern trunk lines and connections.

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Consignments

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Grain Merchants—Wheat a Specialty

McConnell Grain Corporation

Commission Merchants

Pratt & Co.

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Consignments

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Consignments

Taylor & Bournique Co.

Grain Merchants

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Grain Merchandising and Consignments

Urmston Grain Co.

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Future Orders Carefully Executed

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JOHN E. BRENNAN & CO. GRAIN and SEEDS
COMMISSION MERCHANTS CHICAGOGood Execution Keeps Customers
Keeping Customers is Our Business**W. G. PRESS & CO.**

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Write for Daily Market Report,
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Cash Grain Department
The Rookery CHICAGO**THE QUAKER OATS Co.**
MILLERS

WHEAT CORN OATS BARLEY RYE

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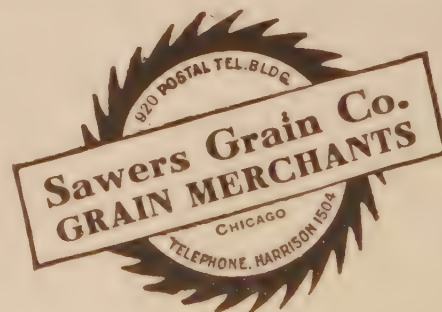
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GRAIN DEPARTMENT

Chicago

J. Herbert Ware
Edward F. Leland**CONSIGN**your Grain and Seeds, and
send your orders for **GRAIN,**
PROVISIONS and **STOCKS** to**Ware & Leland**

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We place
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of feeds.

CHICAGO, ILL.

RUMSEY & COMPANY
RECEIVERS OF RESPONSIBILITY & CONSIGNMENTS
CHICAGO CONSERVATISM

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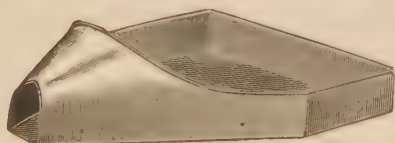
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RECEIVERS and SHIPPERS

CEDAR RAPIDS, IOWA

JAQUITH, PARKER, SMITH & CO.

708 Cham. of Com., BOSTON, MASS.

We buy all kinds of Grain and Mill
Feed, Sample Feed Wheat, Barley,
Milo, Kaffir Corn, etc., for

NEW ENGLAND AND EASTERN TRADE

Send Samples—Write Us

Say you saw it in the

Journal

When you write our advertisers

Thanks

**Record of C. N. D.
QUOTATIONS**

Quotation Record, Form 97A, is formed
of sheets of bond paper ruled to facilitate
the recording of daily market prices of
different options.

Each sheet is headed "Board of Trade
Quotations for Week Commencing Monday
.....19.." Columns are provided for 4
Wheat Options, 4 Corn and 4 Oats; have
spaces for the market hourly and at close.
Closing prices for previous week are listed
at top.

Sixty sheets, 9½x9½ inches, are well
bound in book form—a year's supply.
Price 90 cents.

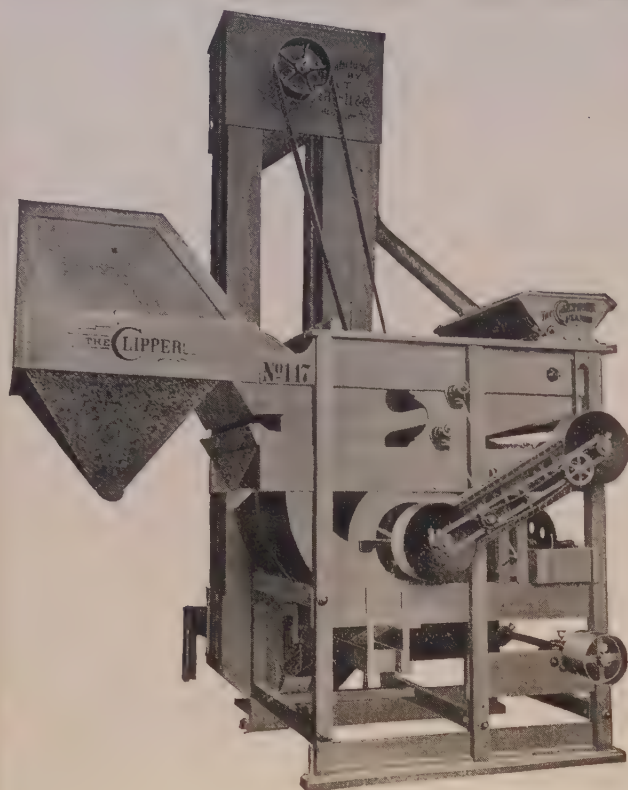
GRAIN DEALERS JOURNAL

305 S. La Salle Street Chicago, Illinois

Your Opportunity

is here. Now is the time to
let the elevator man know
you want his business. Ad-
vertise in the

Grain Dealers Journal



No. 147 "Clipper" Cleaning Elevating and Sacking Outfit

This machine is equipped with our Traveling Screen Brushes which positively keep the screen perforations from clogging. It has settling chamber and dust sack for taking care of dust, light chaff, shrunken grain, etc. It has a double set of elevator heads, boots and legs. One set of elevators receives the Seed or Grain, elevates and discharges it into the feed hopper of the Cleaner. The other set elevates and sacks the cleaned seed or grain.

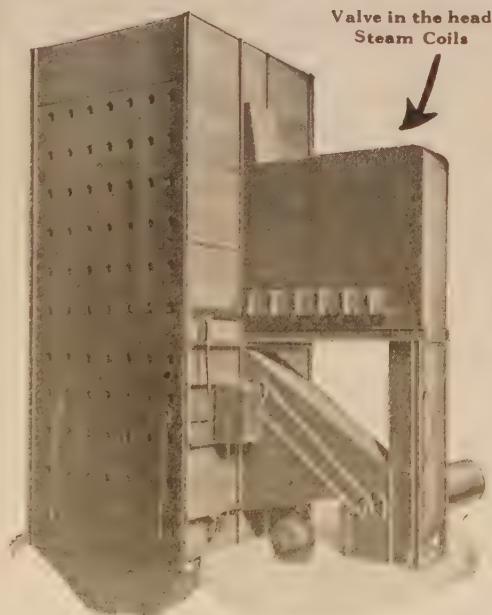
The Air Blast from the fan is absolutely controlled by the Variable Air Regulator with which we equip each of these machines. This enables us to make the most perfect air separations. In addition we give you the best selection of screens from the largest variety of perforated zinc and woven wire screens to be found anywhere.

Catalog and price list showing our full line on request.

A. T. FERRELL & CO.

- **Saginaw, W. S., Mich.**

MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED
BUY AN AUTOMATIC MORRIS**

You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of
Direct Heat Driers**

THE STRONG-SCOTT MFG. COMPANY

GREAT FALLS

"Everything for Every Mill and Elevator"
SPOKANE

MINNEAPOLIS

WINNIPEG

Where Reliability Counts--

The flour mill or grain elevator requires of a motor the ability to perform smoothly and continuously for years or to accomplish a severe task in a few hours.

Westinghouse Type CS motors are of proved reliability and will meet the requirements of your mill because your conditions have been given consideration in their design. The use of these motors assures you

steady operation at high efficiency and enables you to economize on building construction.

These motors are used to operate elevators, conveyors, grinders, scourers, and other grain elevator or flour mill equipment.

Our nearest office will furnish further particulars upon application:

Westinghouse Electric & Manufacturing Co

East Pittsburgh, Pa.

Sales Offices in All Large American Cities.





*Westinghouse Type "CS" Motor
Driving Grain Elevator.*



*Westinghouse Type "CS" Motor
Driving Conveyor.*

Westinghouse

Weigh Accurately



The whole object of weighing is to know accurately the quantity; and any such system is useless, unless it will determine this minutely and definitely. Science and mechanical practice has demonstrated that for this purpose, the scale lever is the best for determining the fractions of pounds, and this is the principle of the

Howe-Sonander Automatic Scale

When buying a scale be sure to inquire and investigate this scale. Its simplicity and accuracy will suit your every purpose, and save money for you. Any of the offices below will be glad to give you complete information. Address the one nearest you.

Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.
ST. LOUIS, MO., 512-514 St. Charles St.
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.
For Washington, Oregon and Idaho Business, Address
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St.,
PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

MORE HUMPHREY SERVICE BELT ELEVATORS



than ever before are being installed all over the world.

SAVES--TIME--MEN--MONEY

A necessity in any mill or elevator with two or more floors. Quickly conveys men and sacks of grain or flour from one floor to another.

SPEEDS UP PRODUCTION, enabling your men to do more work in the same time without useless waste of energy.

Write for Bulletin D-5 giving detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

If not made by Humphrey Elevator Co. it is not a "Humphrey."
The original standard belt man lift for 30 years.

HUMPHREY ELEVATOR CO., Sole Manufacturer
Fairbault, Minnesota

ANNOUNCEMENT To Feed Dealers

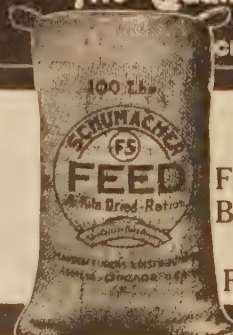
WE have a Business Building Plan for Feed Dealers that has proven a winner. You will be interested in our offer—it enables you to build up the largest feed business in your community on our two popular result-producing, fast selling stock and dairy feeds.

SCHUMACHER FEED AND BIG "Q" DAIRY RATION

Write us at once for full particulars. If you are not handling our feeds now don't fail to get our proposition. If you are handling our feeds send for our plan—learn how you can double and treble your present business—the time is ripe, the opportunity is here—write us today.

The Quaker Oats Company

Address:
Chicago, U. S. A.



Write Today
for our
Free Business
Building Plans
for
Feed Dealers



The railways of the United States are more than one-third, nearly one-half, of all the railways of the world. They carry a yearly traffic so much greater than that of any other country that there is really no basis for comparison. Indeed, the traffic of any two nations may be combined and still it does not approach the commerce of America borne upon American railways.

United States Senator Cummins.

ASK any doughboy who was "over there" and he will tell you that American railroads are the best in the world.

He saw the foreign roads—in England and France, the best in Europe—and in other Continental countries—and he knows.

The part railroads have played in the development of the United States is beyond measure.

American railroads have achieved high standards of public service by far-sighted and courageous investment of capital, and by the constant striving of managers and men for rewards for work well done.

We have the best railroads in the world—we must continue to have the best.

But they must grow.

To the \$20,000,000,000 now invested in our railroads, there will have to be added in the next few years, to keep pace with the nation's business, billions more for additional tracks, stations and terminals, cars and engines, electric power houses and trains, automatic signals, safety devices, the elimination of grade crossings—and for reconstruction and engineering economies that will reduce the cost of transportation.

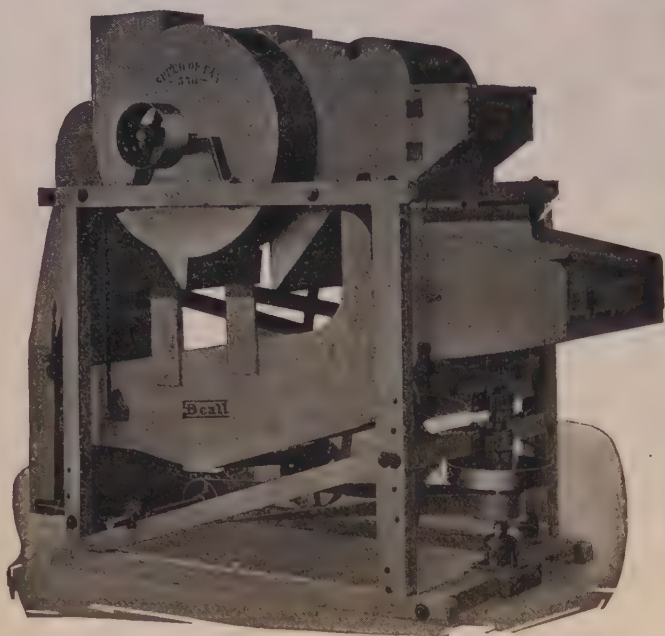
To attract to the railroads in the future the investment funds of many thrifty citizens, the directing genius of the most capable builders and managers, and the skill and loyalty of the best workmen—in competition with other industries bidding for capital, managers and men—the railroad industry must hold out fair rewards to capital, to managers and to the men.

American railroads will continue to set world standards and adequately serve the Nation's needs if they continue to be built and operated on the American principle of rewards for work well done.

This advertisement is published by the Association of Railway Executives

Those desiring information concerning the railroad situation may obtain literature by writing to The Association of Railway Executives, 61 Broadway, New York.

The Beall Grain Separator



A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.

Beall
THE MARK OF QUALITY

The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalogue giving full working particulars and complete details.

Beall Improvements Co., Decatur, Ill.

DOCKAGE TESTER

Adopted by
U. S. GOVERNMENT

Present conditions demand accuracy in testing grain—your profits depend upon your tester. Don't take chances with experiments or guess.

THE
EMERSON

is no experiment. It is used by all officials who must times and under all

Can Be
Furnished
with Motor Drive

NEW
KICKER

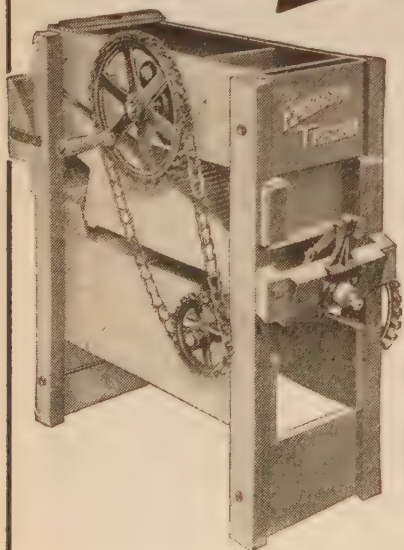
used by all grain men have accuracy at all conditions.

**10,000
KICKERS**

are now in use—the Government uses over 100—Line, Independent and Farmers Elevators all over find the Emerson dependable and a sure enough arbiter between seller and buyer on any dockage dispute.

Write for pamphlet
and particulars.

Emerson Mfg. Co.
2819 Lyndale Ave. So.
Minneapolis, Minn.
Winnipeg, Can.



Bauer
SCIENTIFIC

"Scientific" Motor Driven Attrition Mill
(Belt Drive Furnished if Desired)

**"A Mill We're Proud to Build"—
You're Proud to Own**

A Bauer "Scientific" Attrition Mill, from bolts to bed-plate, is correct in design, faultless in construction—certain to give best results. There is no weak point in the Mill, but there are some sixteen desirable and exclusive points which we'd take pleasure in naming to you.

We're proud of the "Scientific" Mill. It's up to Bauer standards.

And there's every reason why you'll be proud of this machine in your Mill.

Have you the new Catalog No. 103?

THE BAUER BROS. CO.
506 Bauer Bldg. Springfield, Ohio, U. S. A.

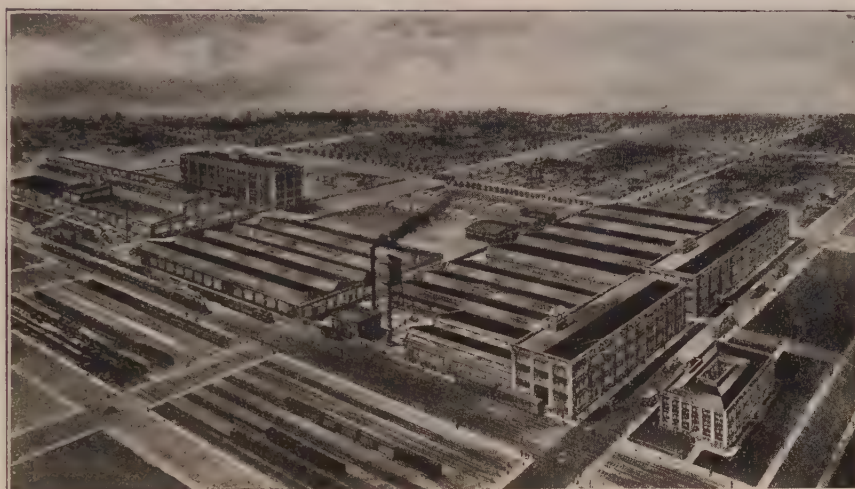
We also make Single Disc Mills, Centrifugal Bolting Reels, Corn Crackers, Breakers, etc.

SCIENTIFIC



1919

1920



We desire to extend to you
the season's greetings and
express our appreciation of your
good will and co-operation and
wish you a very prosperous
New Year.

Barnard & Leas Mfg. Co.

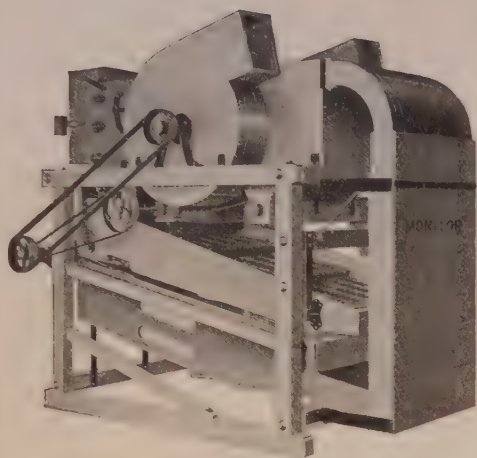
MILL BUILDERS *and* MILL FURNISHERS

Moline, Illinois

Established 1860

Just What You Need!

It Shortens Your Cleaning Time



Monitor

Combined Corn and Grain Cleaner is a sure winner for the man using it.

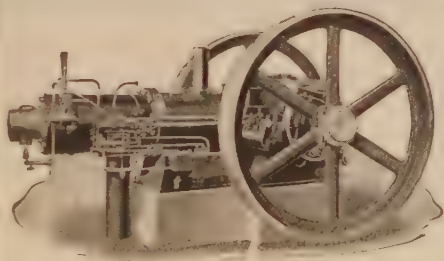
Always ready without change for two grains. A movement of a lever changes the stream to the other shoe where the proper screens are ready and waiting. No mixing—no screens lying around under foot—no time wasted hunting and changing screens.

One of our Best Sellers.
Read Why.
Then Write Us.

HUNTLEY MFG. CO.

Silver Creek, N. Y., U. S. A.

Tilsonburg, Ontario Canada



Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

Reasons Why

Lower Fuel Cost	Steadier Power
Closer Regulation	Greater Reliability
No Shut-downs	Fewer Repairs
More Power	Lower Upkeep

Write for proof of facts.

MUNCIE OIL ENGINE CO.

518 JACKSON STREET

MUNCIE, IND.



TRIUMPH CORN SHELLERS ARE SIMPLE

They have few parts and rarely ever get out of order. They are on the job shelling corn year in and year out.

We know of hundreds of Triumph Shellers that have run for ten years and more without needing any repairs.

Triumph Corn Shellers are fully described in our new sheller bulletin. We'll be glad to mail you a copy.

THE C. O. BARTLETT & SNOW CO.

Main Office and Works: Cleveland, Ohio



Conveyor Belts

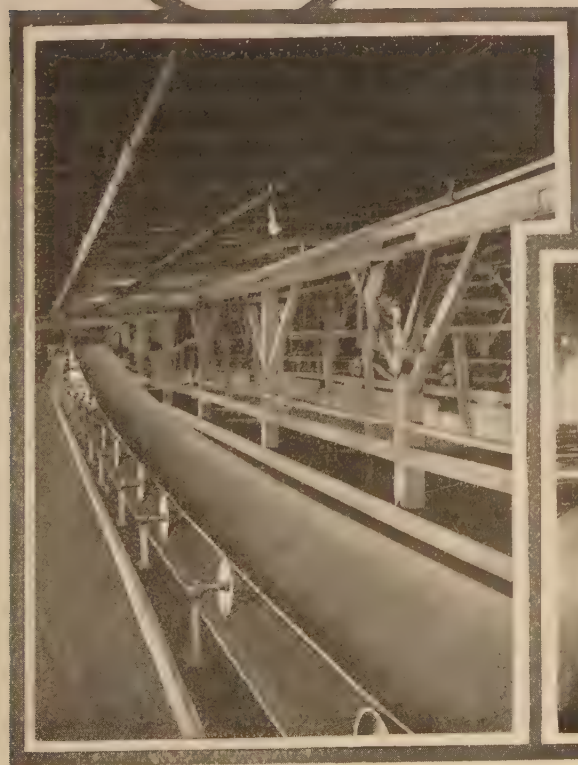
GRAINSTER

Grainster Conveyor Belts and Grainster Elevator Belts are made particularly for handling grain.

Every condition of service met in the modern grain elevator has been taken into consideration in their building.

They are the result of the combined experience of five leading rubber belt factories which built the first belts ever used for handling grain.

The seal of the world's largest rubber manufacturer on Grainster is your assurance of the utmost in grain belt value.



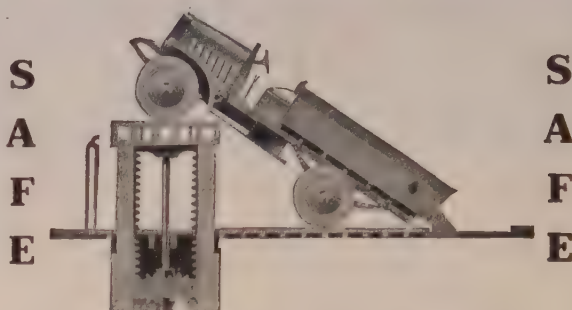
United States Rubber Company



*A
Merry Christmas
and a
Happy
New Year*

Union Special Machine Co.
422 N. Franklin Street
Chicago, Ill.

**The Only Dump Made
on Sound Mechanical Principles**



TRAPP DUMPS

**Yours is ready for you.
WRITE ABOUT IT**

All Kinds of Elevator Machinery

TRAPP-GOHR-DONOVAN CO.

1125 North 22nd Street

OMAHA, NEBR.

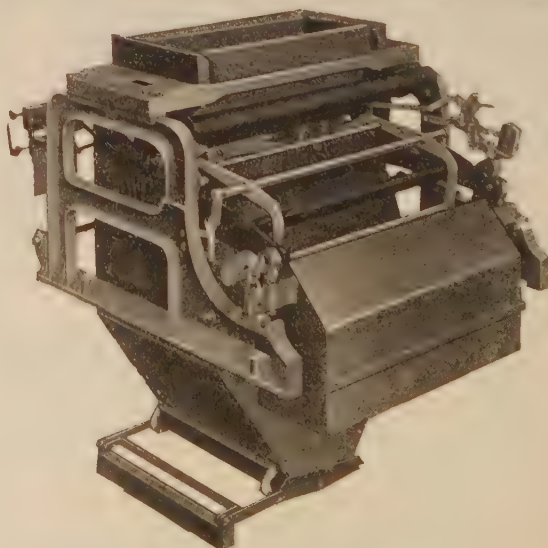
Merry Christmas

and your New Year
will be

PROSPEROUS

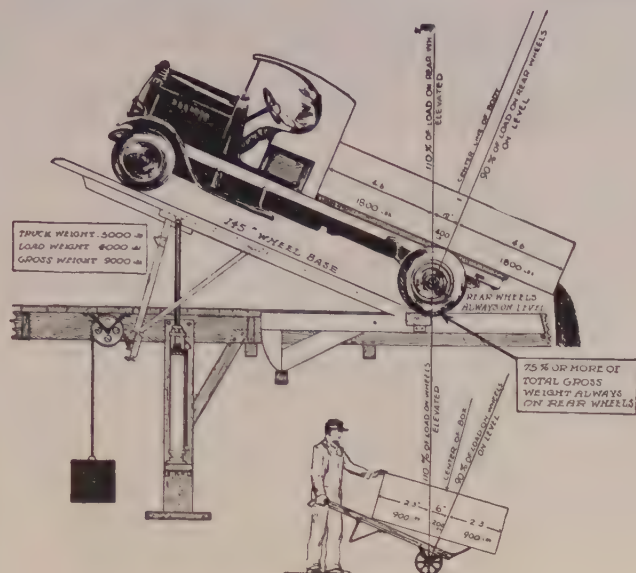
if you are using a

New Richardson Self Operating Scale



RICHARDSON SCALE CO.

CHICAGO MINNEAPOLIS
OMAHA, WICHITA PASSAIC, N. J.



The MOFFITT Automatic America's Foremost Truck Dump

IN the above illustration you will note that the method of carrying the load on the auto truck in relation to the rear wheels is identical with that employed on a hand truck.

When the trucks are on the level 90% of the load is on the wheels of a hand truck or rear wheels of the auto truck. When the trucks are raised to the inclined position 110% load is on the wheels of the hand truck or rear wheels of the auto truck. The man is obliged to hold down on the handles to balance the load; however, the truck has no tendency to run forward or backward because the wheels carrying the total load are on the level floor. The weight of the auto truck, without load, is about equally divided between the front and rear wheels when the truck is on the level and, with a load, about 25% of the weight is on the front wheels and 75% on the rear wheels. When the auto truck is on the incline the weight on the front wheels is considerably lessened by reason of the fact that all of the load is transferred to the rear wheels and in addition 10% overbalance, which overbalance lessens the weight on the front wheels just that much.

Instead of using power to raise the front end of the truck, the truck dump is raised to an inclined position by use of a counter-weight. The front wheels of the truck are then driven up the incline. The rear wheels always remain on the level of the driveway. There is very little tendency of the truck backing down the incline and this is offset by a slight depression just at the rear of where the truck dump is pivoted to the floor and in which the rear wheels rest.

It is therefore readily understood that the principle involved as regards the load on the hand truck and that on the auto truck are very similar, varying, of course, depending on how the load is centered over the wheels.

After the load is dumped the auto truck is heavier on the front wheels by reason of the overbalance having been removed. The weight of the front end of the truck causes the truck dump to return to the floor level, descending smoothly, being controlled by a hydraulic oil controller.

The truck dump is locked in its horizontal position as well as when it is in an inclined position. This lock is releasable and is in control of the man in charge of the elevator. A slight pull releases the lock, and, in locking, it is automatic in its action.

Automatic Truck Dump Company

Manufacturers

502 Grain Exchange Building, Omaha, Nebraska

Information of Value to Elevator Owners will be Mailed Free on Request—Write To-day



Making Paint Dollars Last Longer

Any paint is costly today but cheap paint is more than costly because it can not give the

years of service a high grade paint will give.

DIXON'S Silica-Graphite PAINT

will make your paint dollars last longer because it will protect exposed metal and wood work for a longer period of time. This has been proven by records of service of from 5 to 15 years.

The pigment, flake silica-graphite, is the secret of its long life, and is not affected by heat or cold, acids or alkalis.

Write for Booklet No. 15-B and long service records in your line.

Made in Jersey City, N. J., by the
JOSEPH DIXON CRUCIBLE COMPANY
D X N ESTABLISHED 1837. D X N

OTTOS must be better

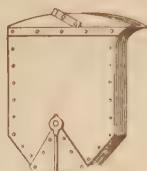
For more than 100,000 of them have been sold since 1876. Another reason perhaps is their low fuel consumption.

There are a lot more reasons, all contained in our book on Otto Gas and Gasoline Engines which we think you can use to advantage—we'll send it; your name and address on a post card will do.

OTTO ENGINE COMPANY

3219 Walnut Street, Philadelphia
15-17 S. Clinton St., Chicago

Many users of internal combustion engines prefer Otto Engine Oil because it's made to the specifications of Otto engines; they also buy their Edison batteries from us—ours are bound to be fresh. Also we have a lot of data which you should have before buying a magneto. We would like also to tell you of our kerosene burning attachment for gasoline engines.



"KLINGLER"

Is Automatic—
Simple—
Accurate—

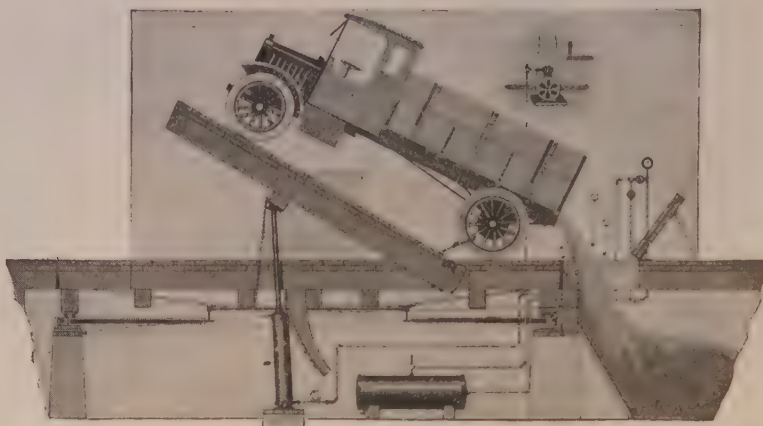
Weights Grain as you
Count Money

"Simplicity Assures Accuracy"

KLINGLER MFG. CO.

915 Washington Ave. So.
MINNEAPOLIS, MINN.

More Business at Less Cost for Handling



—more business because the constantly increasing army of truck users will haul to your elevator if you have a Globe Combination Auto Truck and Wagon Dump.

—less cost of handling because you can unload either auto truck or wagon speedily and safely on a Globe Combination Auto Truck and Wagon Dump.

Globe Combination Auto Truck & Wagon Dump

SIMPLE - RELIABLE - PRACTICAL

(SPENCER PATENTS FEB. 1910)

You wouldn't go thru another season without a Globe Combination Auto Truck and Wagon Dump if you knew the ease and satisfaction with which it can be operated, and the actual dollars and cents in labor and trouble it will save you—to say nothing of the added business you'll be able to handle from truck using customers.

The Globe Combination Auto Truck and Wagon Dump is a "dump within a dump"—an engineering principle which makes possible the raising of either the forward truck section or the rear wagon section by simply shifting the tilting cylinder forward or backward and turning on the air.

The Globe Combination Auto Truck and Wagon Dump will fit any size, type or make of scale. Write for prices and blue prints.

Manufactured by
Globe Machinery and Supply Co.
Des Moines, Ia.



THE ONLY SANE, SAFE THING

to do is to install an All Metal
Fire Proof

Knickerbocker "1905" Cyclone

DUST COLLECTOR

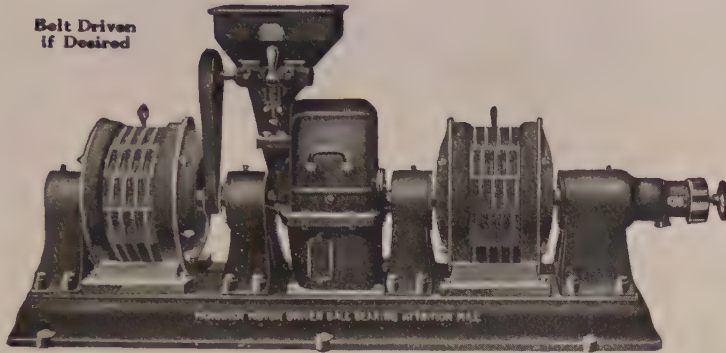
The Knickerbocker Co.,

Jackson, Michigan

MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily
All Attrition Mill Requirements*

Belt Driven
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

Write for Catalog No. D115

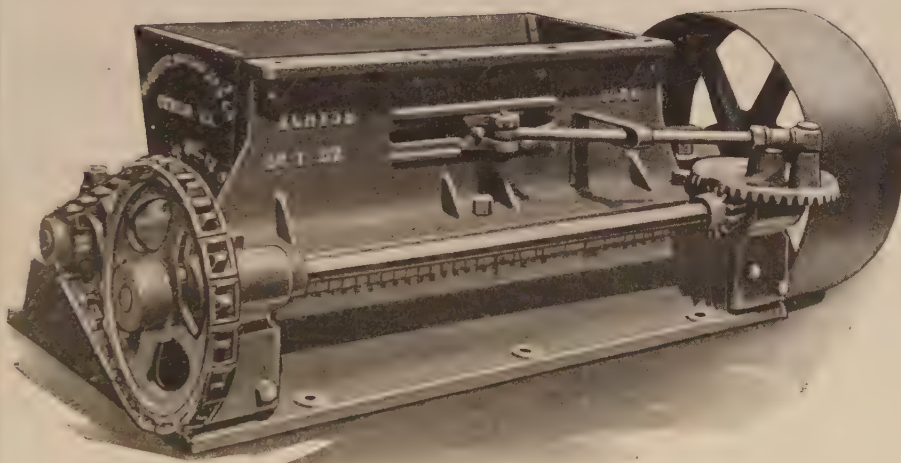
SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA.

P. O. Box No. 26

Chicago Office: 9 So. Clinton St.



KENYON Ear Cob Crusher

No irons such as horseshoes, hammers, etc., can stop this machine. Positively eliminates all corn crushing troubles.

Send for catalog and all details.

Burgess-Norton Mfg. Co.
GENEVA, ILL.
U. S. A.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.50.

GRAIN DEALERS JOURNAL
305 So. La Salle Street CHICAGO, ILL.

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

"Hamilton Made"



When Equipping New or Rebelting Your Elevator

Investigate and Buy "Hamilton Made" Rubber Belts. There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engine and Motor Drives. LAKEWOOD for Legs and Conveyors. *Write for particulars.*

HAMILTON RUBBER MFG. CO., 218 No. Wells Street, CHICAGO

FACTORIES: Trenton, N. J.

BRANCHES: New York and Philadelphia

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.



91-93 Chambers Street
NEW YORK

124-126 W. Lake Street
CHICAGO, ILL.

2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.

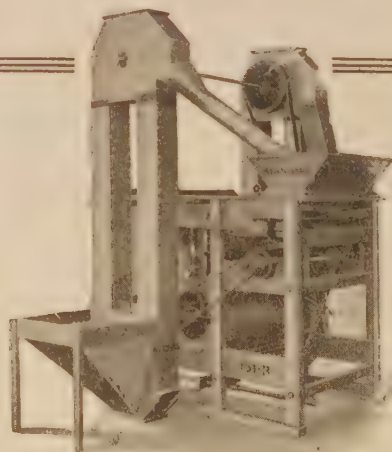
218-220 Chestnut Street
ST. LOUIS, MO.

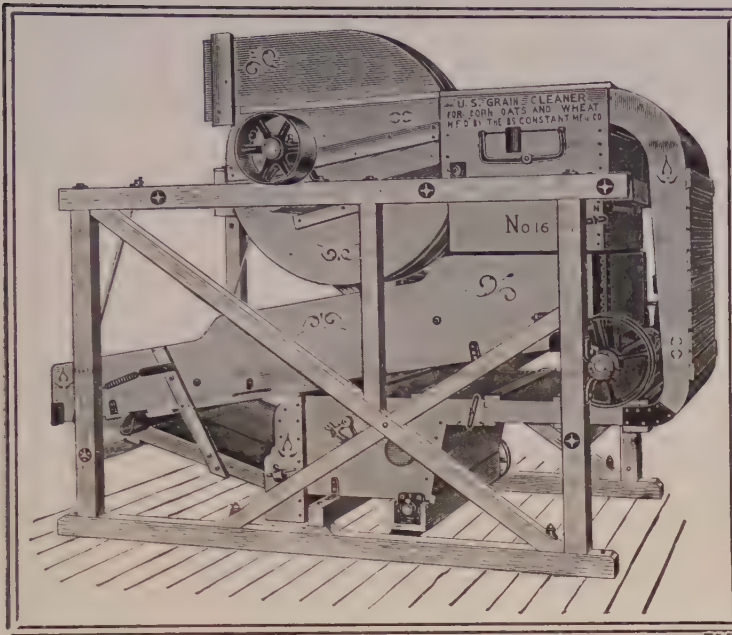
The Progressive Grain Dealer is interested in the cleaner that will effectually do his work with the least trouble and expense. In the

STANDARD

you have embodied simplicity, economy and completeness. Write for our catalogue giving full particulars.

The International Mfg. Company
CRESTLINE, OHIO





"U. S."
GRAIN CLEANERS
DO PERFECT WORK

One
Powerful Fan

Fan Always
Under Control

Dustless

Two
Air Separations

Journals
Roller Bearings

Light Running

*We
Extend
Our Friends
in the Trade
Our Sincere Wish
for a Merry Xmas
and a Happy and
Prosperous New Year.*



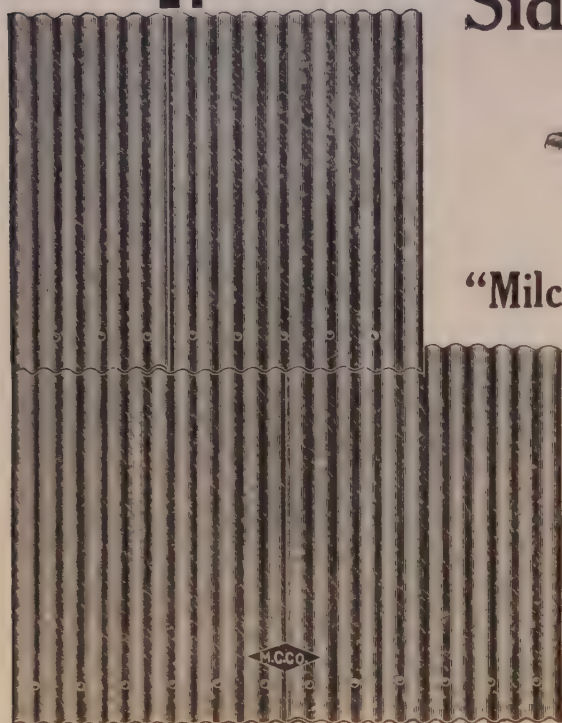
The U. S. Grain Cleaner is acknowledged a leader in satisfactory performance, and has built up a reputation for operating efficiency and economy that needs no remarks on our part.

Satisfied users are our best endorsements and to them we will gladly refer any prospective buyers of grain-cleaning machinery, knowing that their testimony will bring your purchase to the U. S. factory.

May we give you a list of some of the users in your neighborhood?

B. S. CONSTANT MFG. CO.
BLOOMINGTON ILLINOIS

Fire Proof Roofing Siding and Awnings



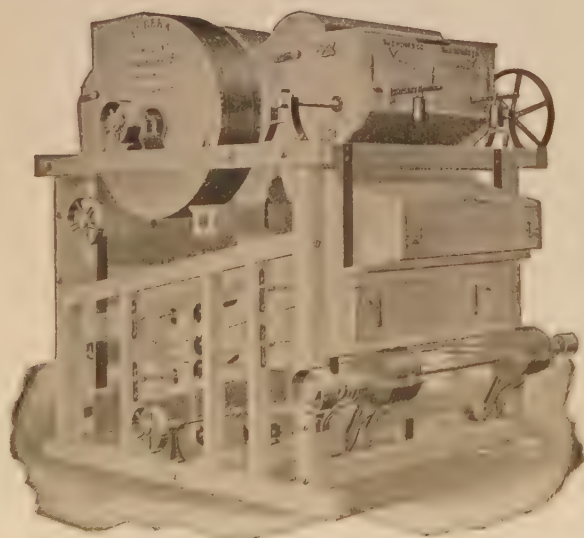
"Milcor" Sheet Metal Roofing

"Milcor" sheet metal roofing adjusts itself to expansion and contraction due to heat or cold. Made particularly for Grain Elevators, Mills and high buildings of similar character. Single or double curved awnings from 24 to 48 gauge—galvanized or painted.

Milwaukee Corrugating Co.
Milwaukee, Wis.

Branch at
Kansas City, Mo.

Minneapolis Sales Agency
929 Lumber Exchange



Ask someone who owns one

From a purely
"RESULTS-DELIVERED"
standpoint no machine
quite compares with the
"SERVICE-FULL"
"EUREKA"

It's a really-truly worth-more



GRAIN CLEANER



MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

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Approved- FOR THE MILLING INDUSTRY

The Millers Mutual Fire Insurance Companies, through the Mutual Fire Prevention Bureau of Oxford, Mich., have APPROVED the use of NATIONAL RENEWABLE FUSES for flour mills and grain elevators.

Until now, these plants could not use any renewable fuses, as they were considered unsafe.

CANNOT BE OVERLOADED

Only one element at a time can be used in the NATIONAL RENEWABLE FUSE. Use NATIONAL RENEWABLE FUSES for simplicity, security and saving.

Powder packed renewable cartridge confines and smothers the fierce heat of the arc when the fuse blows.

Rating stamped in the metal on the "tell tale" indicator, which keeps the rating constantly in view. Send coupon for full information and prices.

The NATIONAL Renewable FUSE

FEDERAL ELECTRIC COMPANY

Representing Federal Sign System (Electric)

LAKE AND DESPLAINES STREETS, CHICAGO

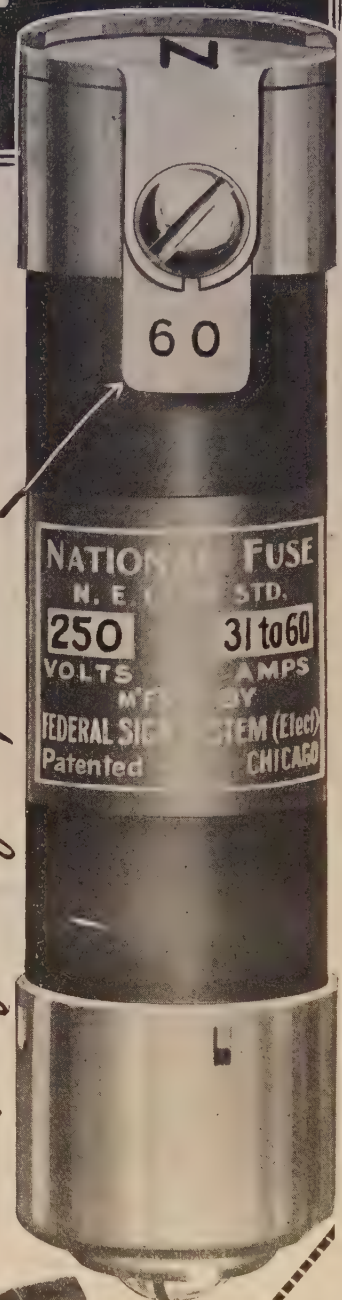
91 New Montgomery Street
SAN FRANCISCO, CAL.

627-649 West 43rd Street
NEW YORK, N. Y.

Branches in all large cities

We make a complete line of renewable fuses, both 250 and 600 volts, up to and including 600 amperes.

Rating always in plain view

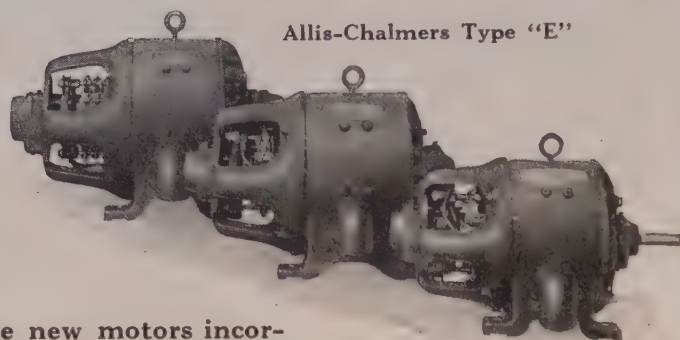


Only
Three
Parts

Send
Coupon
Now

FEDERAL ELECTRIC COMPANY, Representing
Federal Sign System (Electric) Lake and Desplains Sts. Chicago
Please send full information and prices of National Renewable Fuses
Name _____
Address _____
Company _____
Dealer's Name and Address _____
(1111-122)

The New Direct Current Motors



Allis-Chalmers Type "E"

These new motors incorporate the latest and best features of direct current engineering practice and are backed by nearly thirty years' experience in the design, construction and commercial application of motors for practically every industry.

New Bulletin now ready. Send for your copy.

Allis-Chalmers Mfg. Co., Milwaukee, Wis.

KENNEDY CAR LINERS

**Prevent Leakages
Avoid Claims
Saves Money**

**Used by Thousands of
Progressive Shippers**

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**

SHELBYVILLE, INDIANA

Don't pay good money for screenings. Remove them by using an INVINCIBLE C. S. D. R. Separator and pay only their actual value or return them to the seller.

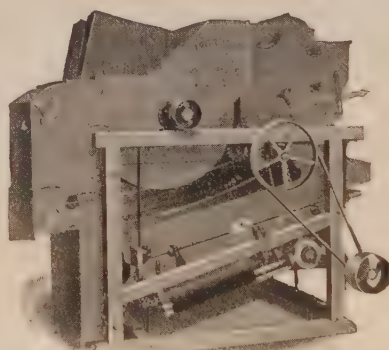


Figure your present loss on the amount of screenings purchased. Get the price on a separator and compare the two.

INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y.

TORSION BALANCE



Style No. 6000
Corn Grading Balance

**Corn Grading
Grain Moisture
Bean and Seed Testing Scales
Special Scales for Special Purposes**

Torsion Balances

— have —
**No Knife-edges—No Friction—
No Wear—No Concealed
Bearings**

Used by U. S. Dept. of Agriculture, Testing Stations, Grain Elevators, Seedsmen, Commission Houses and Boards of Trade.

WRITE FOR SEED PAMPHLET

Torsion Balance Co.

MAIN OFFICE Factory
92 Reade St. 147 8th St.
New York, N. Y. Jersey City, N. J.
Pacific Coast Branch
49 California St., San Francisco, Cal.

Prevent
CLAIM LOSSES
with

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS
Are now using them.
Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



Want an Elevator?

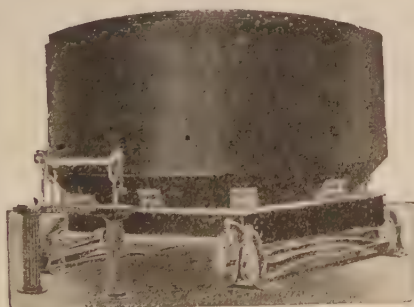
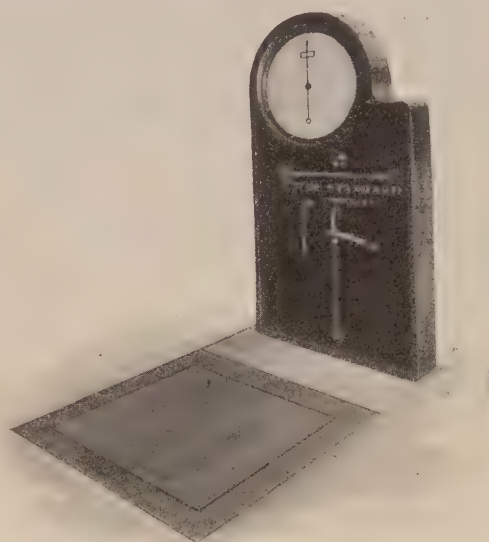
Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

A Bushel or a Carload

can be weighed on "The Standard" Scale—and you can be sure that the result is the correct weight. No expense is spared, the most highly skilled workmen are employed and only the best material is used in the manufacture of "The Standard" Scales. The result is accuracy, dependability and durability.

"The Standard" Automatic Dial Scale

is of metal construction and comes all ready to be placed on the foundation. This is one of "The Standard" Scales designed to meet the needs of those who desire quick weighing and accurate results without bothering with weights.



"The Standard" Hopper or Tank Scale

is built especially for use where vertical space is valuable. It is constructed on an iron frame and can be obtained in any size to meet your needs—300 to 2,000 lbs. capacity.

Write today for catalog No. 73, and learn more about
"The Standard" Scale that you are now needing.

The Standard Scale & Supply Company

1631 Liberty Avenue, Pittsburgh, Pa.

New York
145 Chambers St.

Philadelphia
523 Arch St.

Cleveland
1547 Columbus Rd.

Dallas
3027 Elm St.

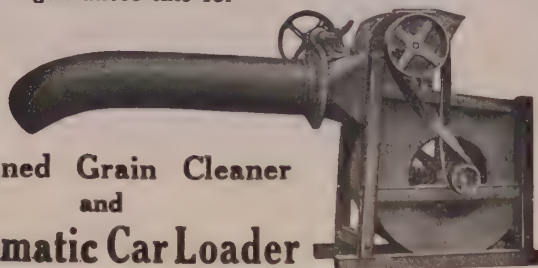
Chicago
163 N. May St.

Baltimore
409 N. Gay St.

CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The Combined Grain Cleaner and Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

HALL SPECIAL ELEVATOR LEG MAXIMUMS

The cups in the Hall Special may be placed adjoining each other, obtaining maximum BELT capacity. (The spacing is limited only by the strength of the belt).



The cups in the Hall Special are designed for maximum HOLDING capacity, exceeding that of any other cup.

By these two FEATURES, the HALL SPECIAL doubles the ELEVATING capacity of other legs.

The speed of the Hall Special cups corresponds to their design, making back legging impossible and insuring maximum DISCHARGE into the Hall Distributor, which delivers every kernel into the proper bin without mixing, all of which obtains maximum utilization of elevating POWER.

There is satisfaction in owning such a modern economic equipment.

Shrewd purchasers use the

HALL SIGNALING DISTRIBUTOR

for its earnings, for its economy. Good sense guides them, and common sense compels us to make exactly what they need. You can safely consult them.

Hall Distributor Company, 222 Railway Exchange Omaha, Nebr.

Automatic Dump Controllers!

You have never seen me?

Do not ever let yourself hear you say that, because there are very few modern elevators without me. WHY? Because they need service. Anything that is not serviceable in this day and age is soon discarded. But when you know me—I'm always at your Service. I increase your business because of the easy manner in which I handle your dump. The Farmer likes me because I don't let the dump down jerky, and frighten his horses. I'm your friend. When you get tired of the old dumping device and are looking around for something 100% efficient, you'll find a friend in need, is a friend indeed.



But don't wait too long.

Procrastination is the thief of time.

Now is the time.

Circulars upon request.

L. J. McMILLIN

525 Board of Trade Bldg. INDIANAPOLIS, IND.

CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

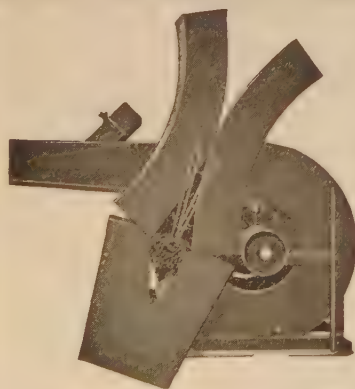
Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. GI

N. P. BOWSHER CO., SOUTH BEND, IND.

No Need to Scoop Grain in a Dirty, Dusty Car



"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." Kenney Elevator Co., Kenney, Ill.

"Your Boss Air Blast Loader is giving the best of service." G. N. Falknor & Son, West Milton, O.

"We would not think of going back to gravity." J. L. Baum & Son, Storms, O.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought SIX for six of their elevators.

Don't Build Elevator on Railroad Land

An elevator with a Boss Air Blast Car Loader system of loading grain can be built even as far away as 100 feet from the track—yet every car will be loaded to full capacity without any scooping in the car—and without elevator being built any special height. The grain CANNOT be injured as it does not pass through the fan, nor through any feeder devices. Simple to install and operate. Write today for Blue Prints and our booklet "\$60.00 A CAR PROFIT."

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.

Cover's Dust Protector

Rubber Protector, \$2.00

Best postpaid on receipt of price, or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



A Tester Wants a Job

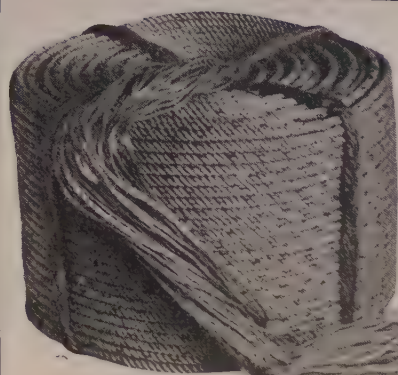
in your plant. These clutches will save you money power, time and trouble. Investigate today. A card brings our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

YOUR MESSAGE

Let the Grain Dealers' Journal your message bear
To progressive grain dealers everywhere.



FROM MAINSHAFT TO HEAD

Specify AJAX TRANSMISSION Rope in your elevator. Designed especially for grain elevators, it is the best rope the most skillful workmanship can produce. Delays caused by broken transmission rope are expensive. Specify AJAX on your next job.

H. CHANNON CO.

Chicago, Ill.

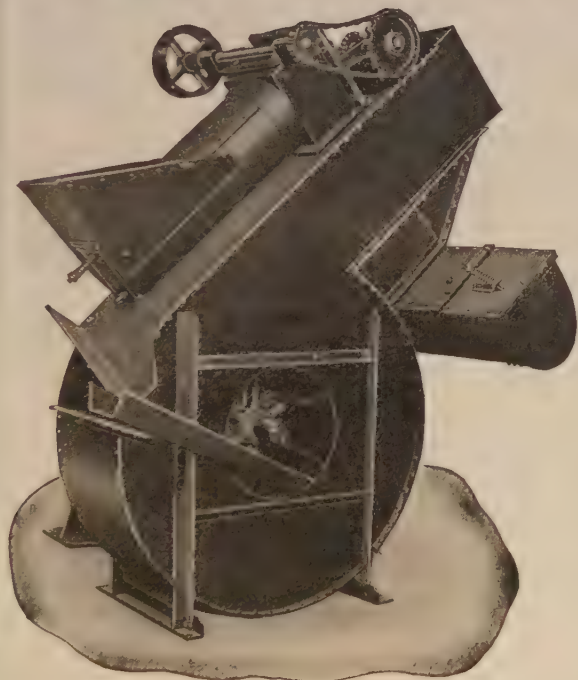
DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES
Randolph Grain Driers
 WIRE PHONE Q. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

NEW BADGER
 SLIP PROOF
 SAFETY SPURS
CAR MOVER
 Insures Against Damage, Claims

A better way to handle **GRAIN** is the Bernert Way

WHY?

Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.



They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**. Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.



--the Slip-
 proof
 Safety Spurs

grip edges of rail, where they have not been polished hard by wheels. This double grip insures against mover slipping and allowing operator to fall and break his arms or injure his face as frequently happens with ordinary movers or crow-bars.

Try One 30 Days—No Money in Advance

If you keep it, send us \$5.50, plus freight—if you don't we pay freight both ways and forget it.

For sale by leading jobbers everywhere. If yours can't supply you, order direct.

Advance Car Mover Co., Dept. C, Appleton, Wis.

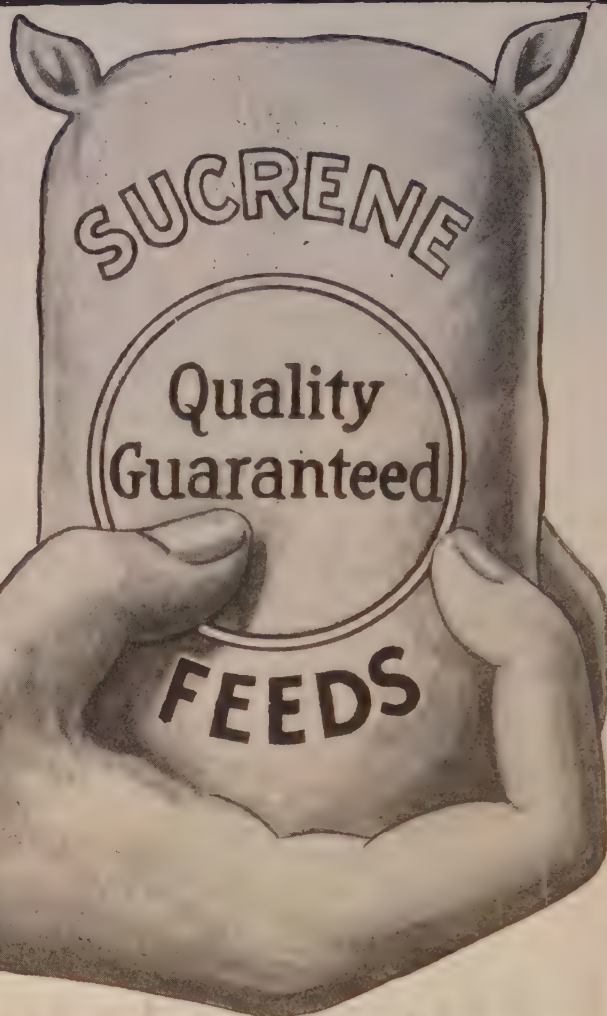
Canadian Advance Car Mover Co., Welland, Ont.

News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**

**"Hold Fast
That
Which Is
Good"**



SUCRENE FEEDS

In Their 20th Year of Popularity

One dealer, who has handled Sucrene Feeds for many years, writes: "We have had increasing sales on Sucrene Feeds each year. When we sell a feeder Sucrene he is generally a regular customer. Have handled a number of other feeds but they are hard to start and generally fall off. In the long run we consider Sucrene our best seller."

**Quality First and all the Time
The Sucrene Feed Slogan**

It gives you a grip on the feed business which competition can not break.

Our new feed mill at Peoria, Ill., the greatest and most modern plant in America, devoted exclusively to the manufacture of mixed feeds, will soon be ready for work. In the meantime our Owensboro, Ky., plant is running double shifts to keep up with the demand for Sucrene Feeds.

We solicit your order for Poultry Scratch Feeds in any quantity. The late fire did not affect this branch of our manufacturing facilities. Address Main Office at Peoria, Ill.

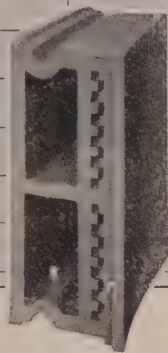
AMERICAN MILLING COMPANY

Main Office and Mills: PEORIA, ILL.

Southern Mills: OWENSBORO, KY.

Preston Lansing

Tile Grain Bins



THE PATENTED LANSING BLOCK

Note the deep grooves at top and bottom, which allow for a deep layer of cement reinforced with twisted steel.

Build for Permanence

The special Preston-Lansing method of construction, bracing block against block in ship-lap formation, makes a grain bin that is indestructible! Preston-Lansing Bins are

Fire-Proof Vermin-Proof Weather-Proof

Their first cost is the only cost. Based on yearly service they are cheaper than any other type of bin.

Each tier of blocks is strongly re-inforced with a thick layer of concrete, in which is embedded a twisted steel "hoop."

Only a thin line of mortar shows inside and out, giving a smooth, beautiful finish. The dead-air spaces protect against extremes of temperature. Moisture can not seep in—there is less danger of fermentation and swelling of grain.

Let us give you the whole story. Write for our catalogue and prices.

J. M. PRESTON COMPANY

DEPT. 418 LANSING, MICH.
Uhrichsville O. Brazil, Ind. Ft. Dodge, Ia.



North Elevator—Marion Co-Operative Exchange, Marion, Indiana

Efficient Transmission for Grain

The difference in cost of handling grain is largely one of efficiency in equipment. New devices to meet modern demands must save time and labor. Our engineers have kept these ideas ever before them and are ready to work out details for you.



One feature that adapts itself efficiently to save cost in many places is our

Telescope Trolley Spouts

made of steel to meet any requirements as to length, diameter and thickness. We are equipped to supply your needs for all kinds of grain transmission machinery. Our catalog lists everything—it's FREE.

Skillin & Richards Mfg. Co., 4516-60 Cortland St., Chicago

GRAIN ELEVATOR BUILDERS

DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

**Grain Elevators, Alfalfa Plants
and Coal Pockets**

WOOD or FIREPROOF CONSTRUCTION

Younglove Construction Company

412 United Bank Building SIOUX CITY, IOWA



A Reliance Elevator

is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

Ask us for particulars on the house you plan to erect.

**Reliance
Construction Co.**

Board of Trade Indianapolis, Ind.

R. C. STONE ENGINEERING CO.

320 MERCHANTS EXCHANGE
ST. LOUIS, MO.

DESIGNERS AND BUILDERS OF
CONCRETE AND WOOD ELEVATORS
CORRESPONDENCE SOLICITED

BALLINGER & McALLISTER

ENGINEERS AND CONTRACTORS

Grain Elevators Driers Coal Chutes
Wood or Concrete
UNITY BLDG., BLOOMINGTON, ILL.

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

MONADNOCK BLDG. CHICAGO, ILL.

BIRCHARD

CONSTRUCTION CO.

CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy of
Operation and Maintenance
1129 J Street LINCOLN, NEB.

Your Individual Needs

are respected when your elevator
is designed and built by

W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEB.

Write for Details of Our System

EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG
6803 Parnell Ave., Englewood, Chicago, Ill.

Decatur Construction Co.

ENGINEERS AND BUILDERS

OF GRAIN ELEVATORS
510-512 Wait Building
DECATUR ILLINOIS

**IF you wish to build your elevator
right, my eighteen years experi-
ence is at your command.**

C. E. BIRD & CO.
MINNEAPOLIS MINNESOTA

D. F. HOAG & CO.

Designers and Constructors of

GRAIN ELEVATORS

Corn Exchange, Minneapolis

The General Wrecking & Lumber Co.

3456-62 Archer Avenue
CHICAGO, ILL.

ELEVATOR WRECKERS



R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

**GRAIN and COAL
ELEVATORS**

T. E. Ibberson Company
MINNEAPOLIS, MINN.

GRAIN ELEVATORS, MILLS, STORAGE



22 years in one line. 1200
successful plants. We have
built in every state in the
union except 5 and these 5 do
not use elevators. Our service
is available.

BURRELL ENGINEERING & CONSTR. CO.

Webster Bldg. - - - - CHICAGO, ILL.
Security Building, KANSAS CITY, MO.



REINFORCED CONCRETE
GRAIN ELEVATORS
STORAGE BINS
AND
MILL BUILDINGS

DEVERELL, SPENCER & CO.
GARRETT BLDG.
BALTIMORE-MARYLAND



HOLLOW TILE ELEVATORS
Fireproof, no upkeep, indestructible. Guaranteed.
Built with
American Flint Tile
COST LESS THAN CEMENT OR WOOD
Special Construction. Plans and estimates furnished free.
W. W. COATES CO.
Dept. 359, Nearest Office
Omaha Kansas City
Sioux City Des Moines
Oklahoma City St. Louis

American Flint Tile Elevator


White Star Co.
WICHITA, KAN.
BUILDERS of Good Elevators
WRITE US ABOUT THE PLANT YOU HAVE IN MIND

A. F. ROBERTS
ERECTS ELEVATORS, CORN MILLS, WAREHOUSES
FURNISHES PLANS, ESTIMATES, MACHINERY
SABETHA, KANSAS

MILLER, HOLBROOK, WARREN & CO.
DESIGNING ENGINEERS
Reinforced Concrete Elevators Large or Small
Millikin Building DECATUR, ILL.

HICKOK Construction Co. MINNEAPOLIS & SPOKANE **ELEVATORS**

The Van Ness Safety Roller Bearing Manlift
is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.
Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.
Manufactured and for sale by
R. M. Van Ness Construction Company
Grain Exchange Building
OMAHA, NEB.
We Build Modern Grain Elevators



GEORGE HOWARD
Grain Elevator Repair Specialist
LA GRANGE, ILL.
Old elevators made almost new at lowest prices. New elevators either wood or concrete given special attention. Let us know your needs.

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Builder of
GRAIN ELEVATORS
and Coal Pockets
Phone F. 282 P. O. Box 166
DECATUR, ILL.

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

W. C. BAILEY
Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.
433 Range Bldg., OMAHA, NEBR.

TENNESSEE BUILDERS
of
GRAIN ELEVATORS and MIXED FEED PLANTS
KAUCHER, HODGES & CO.
MEMPHIS - - - - - TENNESSEE

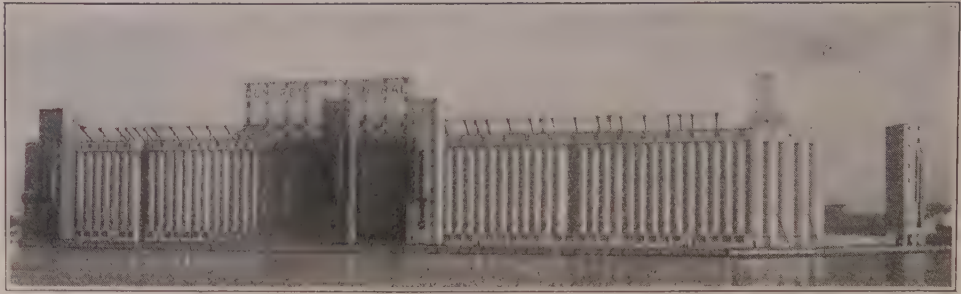
DO IT NOW Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

Monarch Built Elevators

assure you economical design, first class work, efficient operation.

SATISFACTION

Let us Submit Designs and Prices



Concrete Central Buffalo, 4,500,000 Bu.
One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO., BUFFALO, N. Y.

THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

JAMES STEWART & CO., Inc.

Capacity
5,000,000 Bushels

Designers and Builders
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD
GRAIN ELEVATOR DEPT.
15th Floor, Westminster Bldg.
CHICAGO
W. R. SINKS, Manager



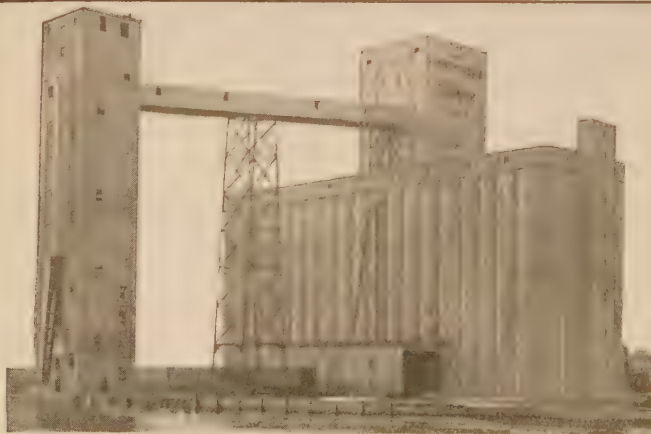
GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT Port Arthur, Ontario

FOR

The Grain Growers' Grain Company, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The James Richardson & Sons, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn., Minneapolis, Minn.



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals



Elevator No. 2

**Manchester Ship
Canal Company**

Manchester, England

1,500,000 Bushels

John S. Metcalf Co., Ltd., *Grain Elevator Engineers*

54 St. Francois Xavier Street
MONTREAL, CANADA

108 South La Salle Street
CHICAGO, ILL., U. S. A.

395 Collins Street
MELBOURNE, AUSTRALIA

125 Strand
LONDON, W. C., 2, ENGLAND

FEGLES CONSTRUCTION CO.,

FORMERLY FEGLES-BELLOWS ENGINEERING CO., LTD. LIMITED

ENGINEERS—CONTRACTORS

GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE
AND EXECUTE CONTRACTS ANY-
WHERE. GRAIN ELEVATORS, MILLS
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods
Milling Co., Ltd., Medicine Hat, Alberta.



The 1,250,000 Bushel

C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our
capabilities as Grain Elevator Engineers
and Constructors.

WITHERSPOON-ENGLAR CO.

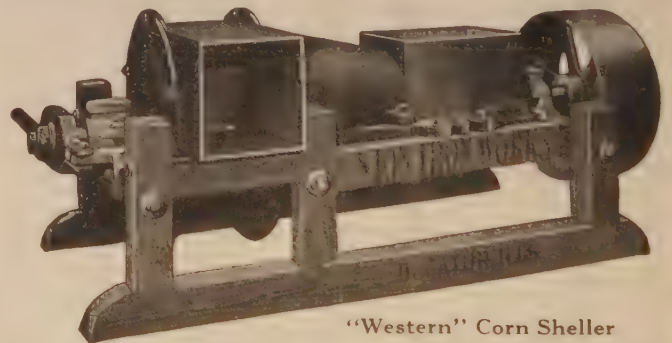
1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

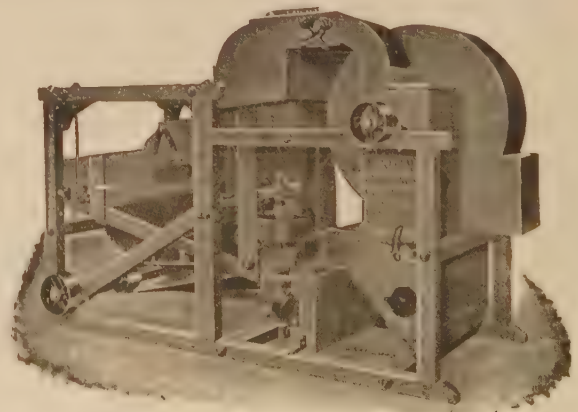


The Season To all our **WESTERN**

Car Loaders
 Buckets
 Boots
 Elevator Heads
 Feed Mills
 Spouting
 Turnheads
 Cleaners
 Shellers
 Gears
 Beltings
 Conveyors
 Manlifts
 Link Belting
 Pulleys
 Shafting
 Clutches
 Distributors
 Take-ups
 Scales
 Car Pullers
 Couplings



"Western" Corn Sheller



"Western" Gyrating Cleaner

Greetings

Good friends

WINTER-



Grain elevator equipment is too well known to require any mention as to its efficiency, because its action speaks louder than words.

There's one point about Western equipment that answers an all important present day demand—PRODUCTION.

As long as you give the power to Western equipment it gives big production and high grade production.

In connection with the production and efficiency features, this organization, composed of seasoned grain men, gives service not only in prompt delivery, etc., but also in the advice they are prepared to give all operating problems.

We invite your correspondence on these lines and assure you our help will be extended in the true spirit of co-operation that marks all our transactions.

UNION IRON WORKS

Decatur, Illinois, U. S. A.



Reciprocating the many expressions
of good will it will be our further
pleasure to be at your service during
the New Year.



CONTINENTAL SEED COMPANY

— OFFICE —

230 SOUTH LA SALLE STREET

CHICAGO, ILLINOIS

— WAREHOUSE —

HAMMOND, INDIANA



Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

GRAIN ELEVATOR and Lumber Yard in central Iowa for sale. Write for particulars to Perry, Box 3, Grain Dealers Journal, Chicago.

25,000 BU. CRIBBED elevator in N. D. on Great Northern R. R. with Coal and Flour and Feed business for sale. Address: Chance, Box 9, Grain Dealers Journal, Chicago.

2 ELEVATORS in good grain country in eastern S. D. and ONE in S. W. Minn. for sale at a bargain if taken at once. Address: Elevators, Fox 10, Grain Dealers Journal, Chicago.

CENTRAL OHIO Elevator for sale. 12,000 bu. capacity. Private ground. In the heart of the grain belt. Handle grain, coal, salt, flour and feed. Address: Excellent, Box 12, Grain Dealers Journal, Chicago.

40,000 BU. cap. elevator for sale, in town of 1,000, within 75 miles of Chicago. Station handles 500,000 bu. grain annually. One good competitor. Good reasons for selling. Price \$13,000. Address: James M. Maguire, 432 Postal Telegraph Bldg., Chicago.

TWO ELEVATORS of 10,000 bu. each, for sale. Complete with electric machinery and feed grinders; with good retail business; well located for transit privileges in good farming community. Address: Good Proposition, Box 11, Grain Dealers Journal, Chicago.

14 BIN CRIBBED Elevator, only \$2500. Liberal terms. Excellent location. Electric power and lights. A-1 condition. It is a snap. Located at Marshall, Wisc., on C., M. & St. P. Ry. Address: D. V. Hales, Station "A," Milwaukee.

NEW 18,000 BU. elevator for sale. Well equipped with machinery, in A-1 condition. In good wheat, oats and corn belt. Doing good business. Good reason for selling. Address: Ketchum Elevator Co., Ketchum, Okla.

8,000 BU. CAPACITY ELEVATOR with good farm implement business for sale. Advancing years and death in firm makes it advisable to sell. Good grain locality. Excellent business. For complete information apply to Alex Verdöt & Co., Bonnot's Mill, Mo.

CHANCE OF A LIFE TIME: Will sell $\frac{1}{4}$ or $\frac{1}{2}$ interest in a good grain business to a strictly reliable young hustler, and give contract for purchase balance interest. A-1 property located Central Ill. Must have about \$6500. Address: Opportunity, Box 11, Grain Dealers Journal, Chicago.

GENERAL ELEVATOR and feed business for sale. 1st class attrition feed grinder in connection. Also handle coal, farm machinery, fencing, building supplies, etc. No competition. Excellent business. Address: Field, Box 8, Grain Dealers Journal, Chicago.

IF YOU are desirous of obtaining more capital for the extension of your business; if you have land or realty to exchange for an elevator; if you have money to invest in the grain business, make known your desires in the "Business Opportunities" columns of the Grain Dealers' Journal.

ELEVATORS FOR SALE.

ELEVATOR in North Central Iowa for sale. Good coal, flour and feed business in connection. Located in excellent farming country and good territory. Address: Excellent, Box 11, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE. Have several elevators within 100 miles of Chicago to offer, whose owners do not want it generally known they are for sale. These are very good propositions and can be had from \$8,000 to \$20,000 each. Address James M. Maguire, 432 Postal Telegraph Bldg., Chicago.

CONTROLLING OR MINOR INTEREST in large wholesale and jobbing grain business, for sale. Modern terminal elevator and warehouse. Management and salary to buyer. \$40,000.00 will handle. Must be clean citizen and thorough business man. Business began 9 yrs. ago with \$20,000.00. Net earnings including salary have exceeded \$125,000.00.

Address Box 1282, Lincoln, Nebr.

PARTNERS WANTED

EXCELLENT OPPORTUNITY for a grain man to associate himself with a growing concern in which he can take a financial interest. Good chance for advancement. State your qualifications and references. Address: Partner, Box 12, Grain Dealers Journal, Chicago.

YOUNG MAN WANTED to assume full control either on salary or as a partner, to operate a lumber, grain and coal business in central Iowa. Must be experienced in LUMBER. L. J., Box 12, Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

COAL AND BUILDING material yard located in center of city for sale or rent. 250 ft. of water front. Suitable for self-unloading boats. Address: J. W. Duncan, Manistee, Mich.

AN EXCELLENT OPPORTUNITY for a first-class Grain Business, Roller Mill and Elevator at Algood, Tenn. Nearest competition 60 miles. at Lebanon, Tenn. Fine farming country surrounding this location, in the mountains of Tenn. Will assist in the establishment of a business of this kind. For further particulars write S. K. Cannon (Miller), Rickman, Tenn.

BROKERAGE ACCOUNTS

WELL KNOWN BROKER living in Wilson, N. C., wants to represent manufacturers of feed and flour also oats. I sell either jobber or retail trade. Losing business daily by not having proper connection. Do not answer unless you can deliver goods when anyone can and your goods have merit. Lock Box 494, Wilson, N. C.

PATENT FOR SALE.

PATENT RIGHTS on Concrete Grain Tanks for sale. For full particulars address: Patent, Box 12, Grain Dealers Journal, Chicago.

MEN WANTED—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.

YOU MAY BE MISSING SOMETHING If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

ELEVATORS WANTED.

GOOD ELEVATOR in good wheat part of Kansas wanted to lease. Address: K. K., Box 12, Grain Dealers Journal, Chicago.

30,000 BU. elevator wanted, that is located in Kansas. Must be good proposition. Address with particulars: Kansas, Box 12, Grain Dealers Journal, Chicago.

15 OR 20,000 BU. elevator wanted in Northern Ind. or N. E. Ohio. Full details requested 1st letter. Address: Hoosier, Box 8, Grain Dealers Journal, Chicago.

AN ELEVATOR in good corn and oats section of Indiana wanted that is doing a good volume of business. Give particulars and price in first letter. Address: Corn Elevator, Box 12, Grain Dealers Journal, Chicago.

TO BUY FOR CASH, first class elevator showing good volume of business within 150 miles of St. Joseph, Mo., preferred. In a good town. Address: M. G., Box 11, Grain Dealers Journal, Chicago.

ELEVATOR IN N. ILL., Iowa or Minnesota wanted to buy for cash. Do not object to side lines of coal, lumber or machinery or general store. Give full particulars first letter. Address: W. F., Box 9, Grain Dealers Journal, Chicago.

WELL IMPROVED quarter section of land for sale. Situated in Brookings Co., S. D. Will sell at right price. Bears closest inspection. \$165 per acre; easy payments. Will take an elevator as part payment. Write for full particulars.

Dyball & Cotton Elevator Co.,
Volga, S. D.

BIDS WANTED.

BIDS WANTED for 40,000 bu. capacity concrete elevator with two dumps, two legs, man-lift, cleaner, automatic scale and 25 h. p. engine. Plans and specifications on file at our office after Jan. 1, 1920. Wood and Farmers Elevator Co., Woodland, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

WE BUY AND SELL ELEVATORS. A square deal to all. Commercial Investment Co., 305 Schweiter Bldg., Wichita, Kas.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

COLLECTIONS.

NOTES, BILLS and Accounts collected anywhere in the United States. H. C. Van Aken, Lawyer, 309 Post Bldg., Battle Creek, Mich. Reference any bank in Battle Creek.

FEED MILL FOR SALE.

FAST GROWING FEED MILL for sale. Doing heavy business year round. Modern and up to date good line customers. Will bear closest investigation, located in best town in Okla., on 5 railroads. Will take \$35,000 to handle. Address: Mill, Box 9, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

25 BBL. CAP. Midget Marvel Mill for sale. Electric drive. Makes self-rising flour. Also Grist Mill with French stones. Dublin Live Stock & Commission Co., Dublin, Ga.

ONE COMPLETE OUTFIT for 40 to 50 bbl. Roller Mill for either flour or meal, for sale. Will sell erected and guaranteed at a real bargain. Ewell Milling & Grain Company, Dyersburg, Tenn.

MILLS FOR SALE.

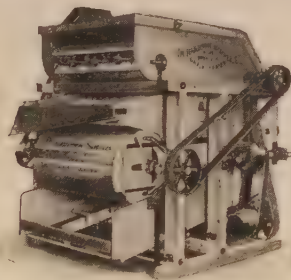
ATTRITION FEED MILL wanted. State size, make, condition and cash price. Address: Erie, Box 12, Grain Dealers Journal, Chicago.

MALE HELP WANTED.

EXPERIENCED ENGINEER wanted, capable of estimating and designing concrete country grain elevators. State experience and salary wanted. Address: Exchange, Box 11, Grain Dealers Journal, Chicago.

JOINT ACCOUNT WANTED.

WHO WANTS A MAN on joint account? Made \$7,500 in eleven months against strongest competition. Best of references. I will let the other fellow give you my record. Would prefer a place in Kansas with high school. R. E. Terry, Kipp, Kansas.

THE Dustless SIMPLEX

Changes the Drudgery and Personal Discomfort of Grain Cleaning into A REAL PLEASURE

January 24, 1919.

Richardson Grain Separator Co.,
Minneapolis, Minn.

Gentlemen:—The Simplex cleaner that we purchased from you in 1917 is a marvel of perfection. Since using same we have never had over one percent dockage in our wheat, and at least twenty percent of our wheat goes without dockage at the terminals.

We can clean Barley out of wheat with the machine in fine shape, and as for repairs, it is the most economical machine we have ever used. We often start our machine at six in the morning and never stop until eleven at night. It requires very little attention when run at the proper speed.

The side shake with variable speed and throw on the cleaning gang, together with the end shake on the seed screen, are great advantages over other cleaners, as the speed can be regulated while the cleaner is in motion, thus accommodating itself to the various sizes of the kernels and condition of the grain, and obviating the loss of time in stopping the machine for adjustment.

Yours truly,
THE MAHOMEN ELEVATOR CO.
By J. M. Shuke.

Write for Free Trial Offer

RICHARDSON GRAIN SEPARATOR CO.
Minneapolis, Minn. Winnipeg, Man.

SITUATIONS WANTED.

AS MANAGER of elevator in S. D. or Minn. preferred. Capable man; 5 yrs. experience; married; 31 yrs. old. Address S. D., Box 12, Grain Dealers Journal, Chicago.

AS MANAGER, 17 years' experience both line and farmers' elevators. Now employed; desire change. Prefer Nebr. or Iowa. Address: Capable, Box 12, Grain Dealers Journal, Chicago.

IN GRAIN FIRM, by man with 10 years' experience handling grain; where advancement is possible. Willing to begin at bottom. Address: Constant, Box 12, Grain Dealers Journal, Chicago.

AS MANAGER of Iowa Grain Elevator. 20 yrs. exp. in grain and seeds. Will furnish references. Must be 1st class shipping station. Deshler, Box 12, Grain Dealers Journal, Chicago.

AS MANAGER or second man in Farmers' Elevator, handling machinery and feed; 5 yrs. exp. as manager for Line Company. References. Want situation Feb. 1, 1920. Address: Reliable, Box 12, Grain Dealers Journal, Chicago.

AS MANAGER of country elevator, Old Line or Farmers' elevator. Five years' experience. Can furnish bond; also references. Address: Good Manager, Box 12, G. D. Journal, Chicago.

POSITION AS SOLICITOR or book keeper wanted by grain man of 18 yrs. experience. Now employed and have held present position past 7 years, but desire a change. Address: Book Keeper, Box 11, Grain Dealers Journal, Chicago.

AS MANAGER, of Ill. elevator. Farmers' or individual. 2 yrs. experience, grain, coal and feed. At present employed as manager but wish change of climate. 31 yrs. old and married. Address: Dent, Box 11, Grain Dealers Journal, Chicago.

SITUATIONS WANTED

POSITION WANTED by Licensed Inspector for corn, wheat and oats; also approved Nat'l Hay Ass'n Inspector, or elevator Supt., with 15 years' exp. Prefer city of 15 to 20 thousand inhabitants or any place wishing to establish Federal Inspection. Address: Federal, Box 12, Grain Dealers Journal, Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SCALES SOLD.

"We sold the scales and had sufficient number of inquiries to sell 10 or 15 more scales with it." The Imperial Mills Co., Wichita, Kans.

HELP SECURED.

"We will be able to procure the help we wish from the applications we have in response to the ad." The Quaker Oats Co., Country Elevator Dept., Ft. Dodge, Ia.

MACHINE SOLD.

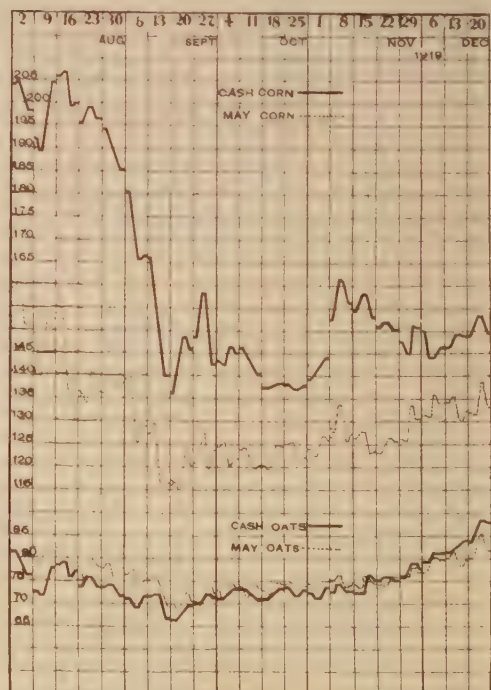
"I have sold the grinder which you advertised for me and would further add that I am very much pleased with the success of the sale. Where I have more stuff to sell will advise you at once." J. P. Shoemaker, Daleville, Ind.

SITUATION SECURED.

"I have opened an office in this city for the Taylor Grain Co. I certainly appreciate what you have done for me in this matter and if I can be of any help to you from this territory, please call on me. Thanking you for the results from my ad. I am, J. G. Brennan, Sterling, Colo."

Cash Corn and Oats Fluctuations from July 27 to Dec. 20.

Opening, high, low and closing average prices of No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each day several cents above or below extreme charted. The May future is shown by the dotted line for comparison.



DYNAMOS—MOTORS.

ONE 15 H. P. Electric Motor, Type 1-9-8, 200 RPM, 3 phase, 60 cycle; 220 volts; with standard base and resistance, practically new; for sale. Farmers Co-op. Ass'n., Lexington, Mo.

ONE 15 H.P. Fairbanks Morse 1,200 R.P.M. Motor for sale; 3 phase, 60 cycle, 220 volt. Complete with sliding face 9" Pulley and Starter. Guaranteed first-class condition. Reason for selling, have put in 25 H.P. Price \$200 FOB here. Practically new. Address: W. J. Lawson, Chase, Ind.

SCALES FOR SALE.

60,000 LBS. CAPACITY Howe Hopper Scale for sale for \$100.00. Have Automatic, reason for selling. Address: B. E. Morgan, Rossville, Ill.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

ONE 8 BU. per discharge Avery Automatic Scale for sale. Used 3 or 4 yrs. Will sell cheap or quick disposal. Address: Scale, Box 11, Grain Dealers Journal, Chicago.

ONE 4-BU. AVERY Automatic Elevator Scale and one 5-bushel Avery Automatic Scale for sale. These scales are in excellent condition and are crated ready for shipment. Richardson Scale Company, 533 Keeline Building, Omaha, Nebr.

100 BU. HOWE Hopper \$45.00; 200 bu. Fairbanks Hopper \$50.00; 500 Bu. Standard Hopper \$60.00; 100 Bu. Fairbanks \$45.00; 500 Bu. Monarch Hopper \$100.00; 500 Bu. Fairbanks \$150.00. Richardson Scale Co., Wichita, Kansas.

RICHARDSON AUTOMATIC BAG SCALE. New. Suitable for track, complete, used 10 days. Very cheap.

NATHAN KLEIN & CO. 210 Center Street. New York City.

SCALES REPAIRED AND SOLD
50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.
COLUMBIA SCALE CO.
2439 N. Crawford Ave. - - - Chicago, Ill.

USED BELTING

Large quantity balata, canvas and friction surface rubber belting, A-1 condition. Any size, any length, at prices that are interesting.

National Belting and Salvage Company
609-02 East Water St. MILWAUKEE, WIS.

ENGINES FOR SALE.

TWO 25 H. P. Gasoline Engines for sale. Guaranteed good working order. Address: E. Cockrell & Sons, Jerseyville, Ill.

ONE 10 H. P. International Gas Engine for sale. In good repair. Also one 12 h. p. Fairbanks Morse Gas Engine. Address: Farmers' Elevator Co., Dwight, Ill.

20 H. P. GASOLINE ENGINE for sale, Fairbanks Morse & Co. Reason for selling, have installed electric motor. Jetmore Co-op. Co., Jetmore, Kansas.

BESSEMER FUEL OIL ENGINE will save one-half the operating expenses of a steam plant. Write to the Bessemer Gas Engine Co., Bonner Springs, Kansas.

ENGINES WANTED.

USED GASOLINE or oil engines wanted. Fairbanks and Otto preferred. State price and condition. Address: Engine, Box 9, Grain Dealers Journal, Chicago.

OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

OFFICE DESKS, Office and Store equipment for sale. Prices that are "RIGHT." Goods that are more than "RIGHT." Write for MAIL ORDER Catalogue. Wichita Store & Office Equipment Co., 147 N. Emporia Ave., Wichita, Kan.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

MACHINES FOR SALE.

TWO NO. 8 Boss Car Loaders for sale. Good as new. Address A. H. Richner, Crawfordsville, Indiana.

ONE 25 BBL. Midget Mill, one 50 bbl. Midget Mill for sale. All kinds of new and used Mill machinery. Address H. C. Davis, Mill Machinery, Bonner Springs, Kans.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevtr. and milling line. A. D. Hughes Co., Wayland, Mich.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

BAGS FOR SALE.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago

LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

TEUSCHER AND SON MACHINERY SUPPLY CO.

527 N. Second St., St. Louis, Mo.
Send for No. 18A BARGAIN PRICE LIST

Make Your Business A Christmas Present

that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to the

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Seventy-five Cents.

Name of Firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

*MACHINERY

For Grinding, Elevating and Conveying all kinds of grain of standard makes, from smallest to largest capacities.

Big Stock

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 73-B

B. F. GUMP CO.

THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

SEEDS FOR SALE-WANTED

Directory
Grass Seed Trade

ARNHEM, HOLLAND.
Wm. E. Busgers & Co., European fancy natural gr. ads.

ATCHISON, KANS.
Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.
Belt Seed Co., The, importers & exporters seeds.

BELFAST, IRELAND.
McCausland, Sam'l, Ryegrass & Dogstall.

BUFFALO, N. Y.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.
Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.
McCullough's Sons, The J. M., field and garden seeds.

CLAREMORE, OKLA.
The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.
Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

DES MOINES, IA.
Iowa Seed Co., buyers and sellers.

EVANSVILLE, IND.
Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.
Farmer Seed & Nursery Co., seed corn & grass seeds.

INDIANAPOLIS, IND.
Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.
Harnden Seed Co., field & grass seeds.
Missouri Seed Co., wholesale exports and imports.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.
Hardin, Hamilton & Lewman, grain & field seeds.
Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MILWAUKEE, WIS.
Courtneen Seed Co., field seeds.
Kellogg Seed Co., grass and field seeds.
L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.
Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King Co., wholesale seeds.

NEWBERN, TENN.
Cole Seed Saver Co., Japan clover wholesale.

NEW YORK, N. Y.
Loewith Larson & Co., grass & field seeds.
Doughten, Inc., H. W., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants.
Radwaner Seed Co., I. T., fld. & gr. seeds, ex. imprts.

OKLAHOMA CITY, OKLA.
State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.
Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. JOSEPH, MO.
Chesmore Seed Co., field seeds.

ST. LOUIS, MO.
Schisler, F. & G. S. Co., A. W., seed merchants.
Mangelsdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.
Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.
Flower Co., The S. W., seed merchants.
Hirsch, Henry, whole. flour, seed.
Toledo Field Seed Co., The, clover, timothy.

WICHITA, KANS.
Ross Bros. Seed Co., fld. seeds, alf., kaffir, sweet corn.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples and prices to Walter G. Trumpler, Tiffin, Ohio.

SLIP SHUCK EAR CORN wanted to buy. Must be sound and dry. Address Lyle & Lyle, Huntsville, Ala.

STRICTLY PURE Grimm Alfalfa Seed wanted. Mail sample and price. Address: B. I. Holser & Co., Walkerton, Ind.

HIGH QUALITY KHERSON of 60 day and Swedish Select Oats **WANTED**. Also need quality Speltz. Address: Oscar H. Will & Co., Bismarck, N. D.

SEEDS FOR SALE.

ALFALFA SEED for sale. Address: Johnston Land & L. S. Company, Seward, Nebr.

MEDIUM RED CLOVER SEED for sale. Send for samples and prices. Dadmun Brothers, Whitewater, Wisc.

1919 PAN CAUGHT, RECLEANED LESPEDEZA Seed for sale; guaranteed free from noxious grasses. Write for prices. Address: Wallace & Boyd, Hollis, Mississippi.

WANTED.

BALED CORN HUSKS, Timothy and Clover Hay, Oats Straw and Grain **WANTED**. THE HAMILTON CO., New Castle, Pa.

SCREENINGS WANTED.

CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal. Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

FOR SALE.

ONE BUSHEL EAR CORN CRATES for sale. Write for prices and sample to Wm. Vollbracht Co., Barry, Ill.



MISSOURI BRAND SEEDS
Specialists
KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

HAY FOR SALE.

HAY I buy and sell **HAY**
Wisconsin Hay.
Write me your Wants.
Edward Wilkinson
Wilton,
Wisconsin.

WANTED

Wild Mustard Seed and Wild Mustard Seed Screenings. Send samples and prices. Sunflower Seed and Buckwheat for sale.
P. L. ZIMMERMANN CO.
ST. LOUIS, MO.

SEEDS ANY and EVERY KIND
CAR LOTS or LESS
The Nebraska Seed Co.
Omaha, Neb.

Farmer Seed & Nursery Co.
Growers of Northern Grown
SEED CORN, CLOVERS, TIMOTHY AND ALFALFA
FARIBAULT - - MINN

FLOWER, FIELD and LAWN SEED
J. OLIVER JOHNSON
Wholesale
SEED MERCHANT
1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

LOUISVILLE SEED COMPANY
INCORPORATED
LOUISVILLE, KY.
Headquarters for
RED TOP and ORCHARD GRASS
BUYERS and SELLERS
OF ALL VARIETIES FIELD SEEDS

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples.
TOLEDO, OHIO

IMPORTERS **GRASS and CLOVER SEED** **EXPORTERS**
Buyers and Sellers of Timothy, Red Clover, Alsike, Alfalfa, White Clover, etc.
NUNGESSER-DICKINSON SEED CO.
New York, N. Y., U. S. A.

WOOD, STUBBS & CO.
(Inc.)
LOUISVILLE, KY.
Ky. Blue — Orchard — Red Top
BUY AND SELL
Also full line Garden Seeds

We **SEEDS** **We**
Buy **Sell**
J. G. PEPPARD SEED CO.
Kansas City, Mo.

SEEDS FOR SALE—WANTED

Write to Kellogg

We are paying top-o'-the-market prices for

ALSIKE
RED CLOVER
WHITE CLOVER
ALFALFA
SWEET CLOVER

Send us Samples

Whenever you're in the market—to buy or to sell—in carload lots or less—it will always pay you to write to Kellogg.

Kellogg Seed Co.
FIELD and GRASS
184-5 FLORIDA ST. MILWAUKEE, WIS.

The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

REGISTERED BRANDS

MINNEAPOLIS SEED COMPANY
WHOLESALE FIELD SEEDS

HARDY NORTHERN GROWN SEEDS OUR SPECIALTY
ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

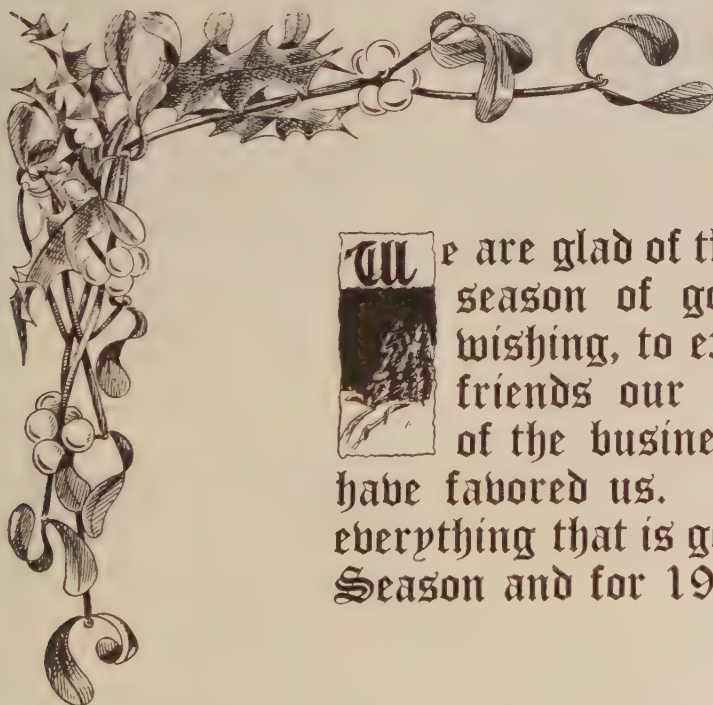
TIMOTHY, CLOVERS, MILLETS
GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

SEED ELEVATOR AND WAREHOUSES: 34TH TO 35TH STS. AND RAILROAD AVE. SO., ON C. M. & ST. P. RY.
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We are glad of this opportunity this season of good cheer and well wishing, to express to our many friends our sincere appreciation of the business with which they have favored us. We wish for them everything that is good for this Holiday Season and for 1920.

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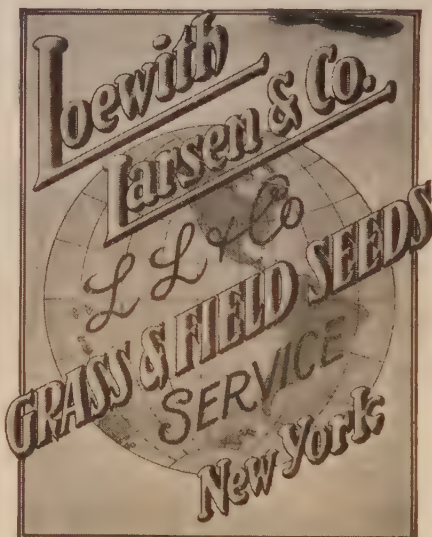
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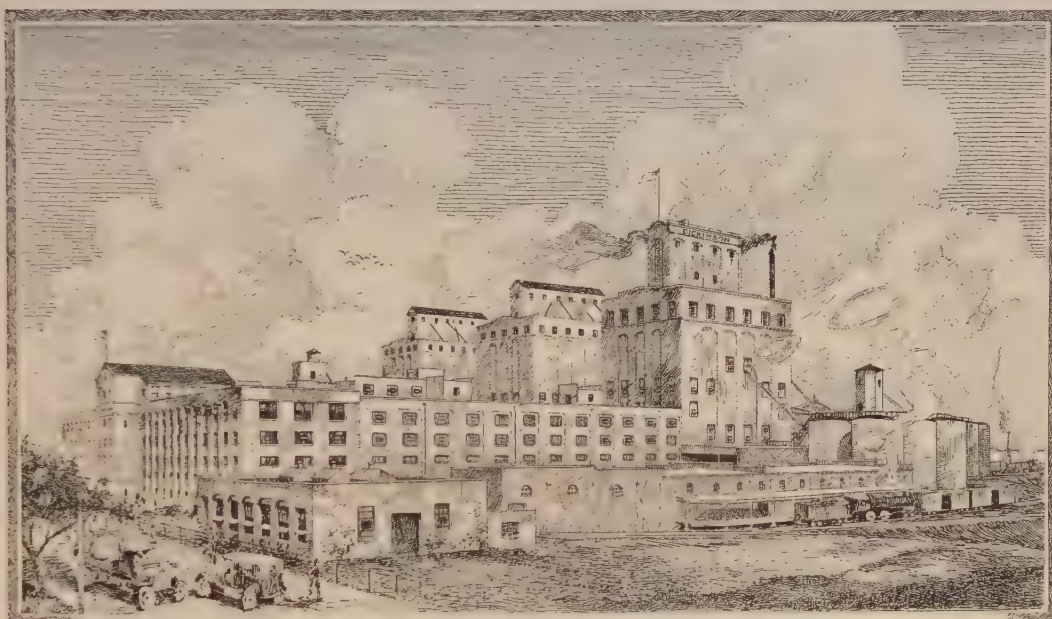
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1919 == 1920

At this most joyous season we desire to express
our appreciation of the pleasant relations
existing between us and we take pleasure in
extending to you our best wishes for a

Merry Christmas and a Happy New Year

The Albert Dickinson Company

SEED MERCHANTS

CHICAGO, U. S. A.

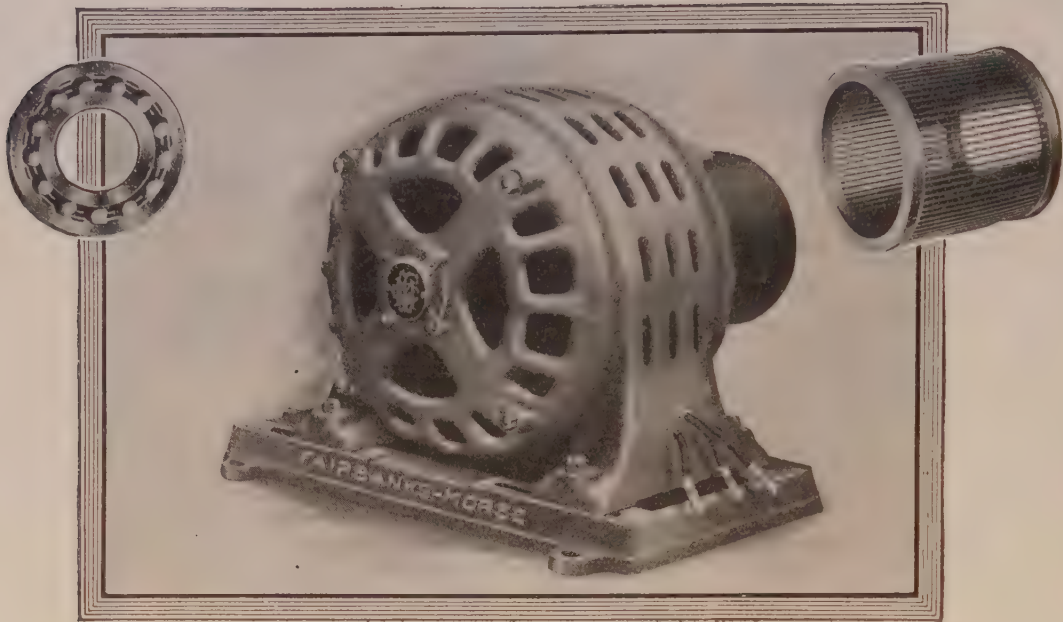
BRANCHES:

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Three Big Reasons Why This Motor is Mechanically Right

Note first the one-piece frame. Its broad, husky feet are cast on. They are as rigid as Gibraltar when frame and base have once been bolted together. No ordinary abuse—no rack and strain of starting loads—not even the constant grind of shafting out of line—can harm a motor with a one-piece frame like this.

Add to its rugged construction the fact that this sturdy motor has self-aligning ball bearings and you will gain a conception of its freedom from friction losses. Then too, its oversize high-carbon steel shaft still further insures long life.

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GRAIN DEALERS JOURNAL

Published on the
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305 LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

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THE ADVERTISING value of the Grain
Dealers Journal as a medium for reaching
progressive grain dealers and elevator men
is unquestioned. The character and number
of advertisements in its columns tell of its
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Advertisements of meritorious grain ele-
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firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those
engaged in the grain trade, news items, re-
ports on crops, grain movement, new grain
firms, new grain elevators, contemplated im-
provements, grain receipts, shipments, and
cars leaking grain in transit, are always
welcome. Let us hear from you.

QUERIES for grain trade information not
found in the Journal are invited. Address
"Asked-Answered" department. The serv-
ice is free.

CHICAGO, DECEMBER 25, 1919

Greetings.

In closing this, the forty-third volume of the Grain Dealers Journal, we thank our many thousand readers for their kindly support and encouragement. Our many contributors of news and trade information have assisted us materially in helping the trade, and we sincerely hope that during the coming year we will be able to make the Journal of wider interest, of greater help to every one identified with the trade. We wish you all a very merry Christmas, and sincerely hope that the new year may bring the grain dealers a larger crop to handle, free from government regulation and restriction. We trust that the service the Journal is striving to render its readers has contributed directly to their success and happiness.

THE FIGHTING buyer who overbids the market may bring joy to some farmers, but he will not harm the competitor who refuses to buy grain at a loss.

TIME to turn over a new leaf and reform many of the bad methods which have been eating into your profits. Greater care in watching the details of any business will invariably reduce the losses.

SHOVELING coal has induced many lame-backed elevator operators to change their power to an oil engine or an electric motor. One firm in Ellinwood, Kansas, and one firm in Schuyler, Nebr., have recently installed oil burning steam plants, so as to reduce the labor of getting up steam. However, in small plants the oil explosion engine and the electric motor still furnish all power needed, for less trouble and expense.

FIFTEEN fires are reported in News items in this number. Four of them occurred in Ohio, a state which has had a very clear record. Three fires were traceable direct to hot bearings; one to the indiscreet use of an oil soaked rag, and one to a choke-up.

MARCH 1ST the railroads will be returned to private owners whether Congress enacts any laws for their regulation or not. Evidently the Government is weary of meeting its large monthly deficits. The shippers of the country will be overjoyed by any change which will bring about improved service.

MICHIGAN has so many champions of non-partisan league methods that a warehouse measure is promised for the next legislature, which will make much trouble for the operators of regular grain elevators and warehouses. The non-partisan league seems to be doing much to stir up trouble in Missouri and Kansas as well as in Michigan. If the business men of each state do not watch closely, the agitators will stir up a lot of trouble for them.

WHEAT GROWERS protesting against government limitation of the price of their product have received unexpected support from Senator Ransdell of Louisiana, who declared in the Senate last week: "We don't want the government to come into our state and say what we shall get for our sugar." "We are ready to take our chances in the open market." So are the wheat growers. Fixing sugar prices only had the effect of driving the sweet commodity out of the country beyond the reach of the domestic consumer.

PLUGGING cars is a bad practice which seems to have been revived by the U. S. Railroad Administration's order for the heavier loading of cars and some shippers have suffered severe losses recently because their heavily loaded cars were permitted to carry a deep layer of off-grade or unmarketable stuff at the bottom. A few shipments of this kind have forced all the grain samplers to exercise unusual care in drawing samples from overloaded cars. While it is not always easy to find the damaged grain at the bottom, when the samplers do find it, the inspectors grade the load down enough to cause a serious loss to the shipper.

MACHINERY attendants seem to forget quite frequently that machinery cannot be safely operated without constant and careful attention. An inspector who makes a specialty of going over elevators quite thoroughly recently startled the owner and surprised the assistant elevator man by asking them when the fire occurred. Nobody had known of it, and the elevator man insisted that he had always oiled all the bearings, altho when taken to the machine to show the bearings he had oiled, he did not discover the one which had become hot enough to burn a six inch hole in a one and one-half inch board. In view of the many fires which are traceable direct to the care of attendants, owners cannot exercise too much watchfulness in guarding against the known causes of fire.

A YEAR ago the grain trade was still handicapped by the Government's attempted operation of the telephone and telegraph wires. While this means of communication is still suffering from the effects of Governmental interference, the service is a vast improvement over what the trade was struggling with a year ago.

SPRING WHEAT of prime quality is so scarce in the Northwest that a sale was made in Minneapolis recently at the record price of \$3.40 a bu. Seedsmen and others deeply interested in the coming crop have been searching all sections of the Northwest in the hope of finding sufficient Spring wheat of good quality to supply the territory, but the more they search the fainter becomes the prospect. While Canada may be able to supply the Northwest with seed wheat, it has urgent demand for its surplus from Europe.

THE SAME DAY that the Northwestern regional director directs all roads to give special attention to supplying grain cars we hear that the Grain Corporation is unable to give shipping instructions or to buy flour on account of congestion at the seaboard. Cars are to be supplied particularly for the movement of corn; but what will the shippers do with the corn if loaded into cars, as the export demand is nil? The old grain man answers: Keep it in the elevator or contracted on the farm and hedge by a sale for future delivery.

ELEVATOR men who store grain for others will protect their customers and promote their own business interests by issuing storage certificates at rates which enable them to cover all grain in their houses by insurance, and thus keep their customers protected against losses. Not even the bailee or bailer can afford to carry grain without protection from fire. Insurance can be obtained at such a reasonable figure that none can afford to go without it, and least of all the warehouseman who wants the good will of his customers as well as protection against loss of their property.

LAST YEAR and the year before the Federal Trade Commission, working in cooperation with the Bureau of Markets, required some of the Grain Exchanges and many members of the Grain Trade to contribute ages and ages of time, labor and expense in assisting them to exact information, facts and figures compiled from musty records, in the hope that the true service rendered the people by the grain dealers, especially by the Grain Exchanges, should be learned. Notwithstanding the great volume of information given investigators, nothing has yet come of it, and every one is just as much in the dark as to the results of that investigation as the public. Can it be the investigation was instituted primarily for making places for political heelers? If the results arrived at are a credit to those engaged in the business, then in fairness to them the report should be made public. If contrary results are shown, then in fairness to the public the report should be made. If investigators have no faith in their own work, then they should say so.

Fair Rentals for Elevator Sites.

No elevator owner has been approached by a railway representative for more rent for his building site without a protest, but unfortunately most of the elevator owners have been content with a verbal protest. Those who have made a formal written protest and accompanied it with evidence in support of their contention, to the public utilities commission or railroad commission of their states had the satisfaction of securing a material reduction.

The decision of the Iowa Commission in the complaint of the Staceyville Grain & Coal Co., which was published on page 1025 of the Journal for Dec. 10th, is right in line with another decision by the same commission which is published in this number, wherein the Illinois Central Railroad attempted to collect a yearly rental of \$75.00 from Jost & Maynard for a site at Doris, Ia. The evidence showed that the ground used amounted to about one-half acre value at not over \$100.00. In keeping with its former decision, the commission held that 6% was sufficient compensation for use of the land, so the annual rental was fixed at \$6.

A decision rendered by Max Thelan of the U. S. Railroad Administration in the case of D. C. O'Neill at Axtell who protested against paying an exorbitant rental, also reduced the charge to approximately 6% on the valuation of the land.

The Iowa commission is reducing the rental for the site at Doris not only recognizes the unfairness of the railroad's action in attempting to charge \$75.00 per year for use of land valued at not over \$100.00, but establishes a fair rental for railroad ground used for elevator sites elsewhere. The Commission argues quite fairly and pointedly that "the case demonstrates the fitness of renting elevators upon station grounds where there is an abundance of room and is convenient. It would be folly to require the elevator to locate beyond station grounds and require either the elevator man or the railroad to build track to elevator. *It is questionable* if the railroads should be permitted to fix rentals for such sites without restraint or regulation."

Similar conditions exist in every grain shipping state. The Kansas Grain Dealers Ass'n is seeking a solution of the problem thru legislative enactment and has drafted a bill for introduction at the coming session at the state legislature, which will give the State Public Utilities Commission full power to regulate rentals of railroad right-of-way. Should not the members of other state associations take the same interest, thereby helping keep rentals for all elevator sites on railroad-right-of-way at a reasonable figure. The leases should be kept clear of clauses requiring lessors to assume responsibilities which clearly belong to the carrier. If proper laws are enacted the railroad companies will be clearly forbidden to exact conditions of the elevator owner regarding the property of the railroad company or of others.

It will be remembered by close readers of the Journal, that one South Dakota elevator owner whose house was built on railroad right-of-way not only had his elevator de-

stroyed by fire started by locomotive sparks but he collected no damages. However the owner was sued by the railroad company under the lease for damages it had paid to a neighboring property owner who suffered loss by fire communicating from the elevator.

Because of the many unfair clauses in the leases, the carriers are now attempting to force upon the elevator owners it behooves them to start an active campaign for early relief from the injustices being forced upon them.

The Car Shortage.

Would-be shippers of many winter wheat sections continue to complain most bitterly of their inability to obtain cars needed to ship out grain held much longer in storage than they intended. Country banks of the West continue to make heavy drafts on their central market depositories because country elevators are full of grain that cannot be marketed, owing to the scarcity of cars. One Kansas correspondent, who is quoted in "Grain Movement" in this Number, estimates that western Kansas has at least 40 to 50% of its crops still to market. In that section as well as in the neighboring states, the elevators are full of grain and much of it is piled on the ground about the stations, while Europe goes hungry because the U. S. Railroad Administration does not supply box cars to the sections of the country where they are greatly needed.

Max Thelan's oft repeated promises that an ample supply of cars in good condition would soon be forthcoming has not yet been realized. For inefficiency, waste, false promises and weak intentions, the political operators of the railroads carry away all prizes.

During the 24 weeks ending Dec. 12th, the wheat receipts from farms aggregated 625,484,000 bus. or a trifle less than four million bushels in excess of the receipts for the same period of 1918. The exports of wheat and flour during the 24 weeks aggregated only 108,119,000 bus. as compared with 126,726,000 bus. for the corresponding period of the preceding year.

Europe's urgent demand for foodstuffs would have made it possible to have shipped a much larger volume abroad had cars been supplied to the would-be shippers. While the politicians delay, the grain shrinks and deteriorates and the owners pay interest on the money needed to carry the grain, as well as stand the loss due to the decline in prices of coarse grains.

The extension of Government control of railroads to March 1st will only prolong the agony. Those representing the Government, seeing the early termination of their employment, will leave the roads to drift for themselves or else use them for the promotion of selfish ends, which are at wide variance with the interests of the shipping public.

With such discouraging prospects for obtaining cars, it seems to be up to country elevator men to make ample allowance for shrinkage, deterioration, declining market value and interest to cover the probable extra expenses of holding grain until cars can be obtained.

Who Should Control the Nation?

Industry is once again receiving the needed supply of coal, altho the miners may stop digging on the slightest provocation. A few Reds have been deported, and now the heads of the railway labor unions are threatening to strike because Congress has under serious consideration the enactment of a law designed to protect the public from the suffering and disaster which would surely accompany a general strike of railway employees.

No sooner does the Nation escape from one band of autocrats than another seems to grasp at its throat. The trouble is that selfishness is the dominating factor in our daily life. The Christmas spirit may prevail about the fireside one day of the year, but for the other 364 days everyone seems determined to get his full share, even tho society is overtaken by famine and starvation, and the nation is sent to the demnition bow-wows.

It is to be hoped that Congress will develop sufficient back-bone to require every class and section of our people to give consideration first to the interests of the public. The laborers on the railroads, in the mines or any other essential industry should not be permitted to force suffering, death and destruction upon the rest of the nation because they are not disposed to continue working under existing conditions. It is the right and privilege of all workers to seek employment in lines of industry where the work is to their liking, but it is unfair to the rest of us if all in any essential line stop working at the same time, as the principal sufferers of such a strike are the people who have no voice in the adjustment of the claimed differences.

This nation was established by men of independent spirit, who sailed to this continent hoping to get away from autocracy and autocratic rulings which were guided solely by selfishness. Our Government, in dealing with Cuba, the Philippines and the starving nations of Europe has carried the generous spirit of Christmas far beyond our own borders in an effort to help alleviate the sufferings of humanity and without hope of reward. Surely it can do no less for its own people.

We must bring more of this Christmas spirit into the solution of our industrial problems, else all will continue to suffer as the result of the rigid selfishness of some class identified with supplying our people with the essentials of life.

The grain trade was sorely crippled by the miners' strike, and it has paid greatly increased freight rates in order that the railroads might meet the demands of the Unions. It will suffer still more if the enactment of the Cummins Bill brings on a general strike of railroad employees as threatened. Hence, it is that this bill and the problems involved with it deeply concern every grain shipper of the land. The grain dealers, with full knowledge of the incapacity of the U. S. Railroad Administration, and confronted by strikes of miners and railroad employees have purchased the farmers crops, hoping to forward them early on their way to the consumer. They have showed their good faith by investing their money in facilities for performing this service, but if either the miners or the railroad

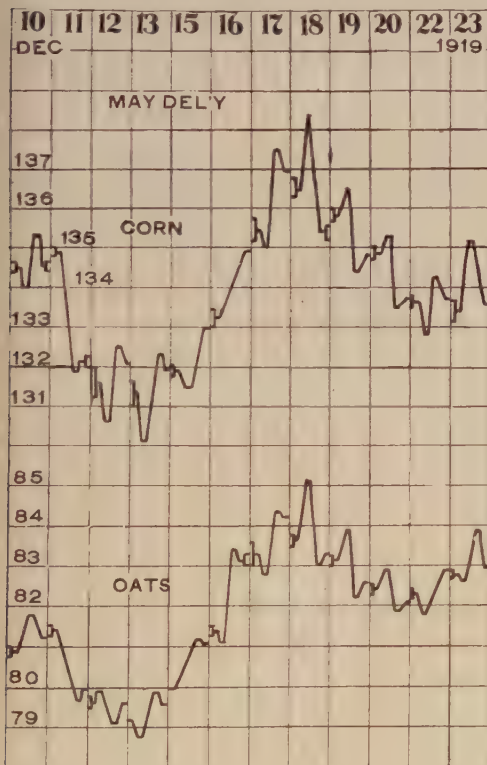
employees refuse to perform their part of the work in forwarding food to needy Humanity, then all must suffer.

The coal problem and the railway problem both involve the rights and interests of the grain trade sufficiently to warrant all grain organizations as well as every other line of business in being consulted regarding the settlement of the various industrial controversies. The interests involved are too large, too broad to permit their adjustment without a full and fair consideration of the interests of all the people.

ONLY FIVE months more of wheat regulation by the Grain Corporation. The Government's guarantee of \$2.26 basis Chicago will expire June 1st. Those who are unable to market their wheat previous to that day may be obliged to accept the price ruling in the open market, but judging from figures at which recent sales have been made, wheat will not go begging.

Chicago Futures

Opening, high, low and close on corn and oats for the May delivery at Chicago for two weeks past are given on the chart herewith.



Foreign Exchange.

Undue importance has been attached to the discounts at which foreign moneys are selling in the United States. The assumption that the big discounts are due to a balance of trade on the wrong side of the import and export ledger is unfounded. As long as the United States remains firmly on a gold basis foreign exchange quotations will be regulated solely by the actual gold value of the depreciated foreign moneys in their own countries.

Taking the pound sterling as the most familiar example we learn that even in England gold in the open market is quoted at 111s 6d a fine ounce. This means that the paper Bank of England and Bradburys are at a discount, as normally a fine ounce of gold ought to be worth only 85s. In other words, the pound sterling is discounted in its own home about 24 per cent; and if it is worth only \$3.65 in England why should Americans value it at \$4.8665? In respect to its depreciated currency Great Britain now is in the same position as was the United States after the Civil War.

A great obstacle to import and export trade is the fluctuating value of the depreciated currencies, not because payment cannot be made, but because quotations and firm price offers and bids cannot be made and kept good for any length of time in terms of a fluctuating currency without risk of loss. To overcome this it has been suggested that recourse be had to barter; but a better way is to make quotations only on an unchanging standard, which is gold. As long as gold commands no premium in the United States, and it is not likely it will, the money of the United States offers such an unchanging medium of exchange.

Gold is alloyed with silver or base metal of unconsidered value in the price quotations. In comparing values the purity must be considered. In New York and Paris the fine gold of trade contains 900 parts gold to 100 parts base metal. In London fine gold is 916.6 parts per 1,000. The United States gold dollar contains 25.8 grains of gold of .900 fineness. The English pound sterling contains 113.001 grains fine gold. Pure or 24 carat gold is worth \$20.67 or 77s 10½d per troy ounce of 480 grains.

The grain grower in the United States or the shipper at the country station need give himself no concern over the rates of exchange. These matters are well taken care of by experts at the money centers, many of whom have given a lifetime of study to the adjustment of values. Between banks foreign exchange is sold and quoted in lots of \$25,000, and prices are made daily or hourly. An exporter of grains or provisions in the United States can always dispose of his foreign money at the approximate going quotation. It simmers down to a question whether the foreigner can pay for their purchases.

When America refuses to accept their securities and will have none of their paper money Europe must pay in merchandise. Our statistics of imports show that Europe is heavily increasing its shipments of merchandise to the United States, month by month. This creates new exchange which can be employed to purchase grain or other commodities most desired by foreign countries.

THE GRAIN Corporation with its great buying power and licensing control of the wheat trade is asking Congress for authority to expend part of the billion dollars appropriated for use in making good the Government's price guarantee in supplying food to starving Europe. To its great credit the Grain Corporation is one activity of the Government which has been efficiently and honestly conducted, and without much expense. That it should be able to turn back the full amount appropriated for its use is a remarkable record for future commissions and committees to aspire to. While the average citizen will be glad when our Government again confines its efforts to the solution of domestic problems, he is willing to accept the advice of Messrs. Hoover and Barnes on almost any line of action which promises to help the suffering world back to industrial peace and progress.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 166,704 passed thru Laverne, Ia., Dec. 20, leaking oats badly at both ends.—Wm. Bigings, agt. Kunz Grain Co.

Pa. 23,230 passed thru Holyoke, Colo., Dec. 17 leaking wheat.—Reiner-Smith Grain Co., Paul Reiner, mgr.

N. C. & St. L. 3937 passed thru Dana, Ia., Dec. 18, leaking corn at end of car, which was spread so there was no chance to repair.—E. Morantville.

G. N. 207,591 passed thru Philo, Ill., Dec. 11, leaking yellow corn thru loose sheathing near the doorpost. Train was here only a few minutes and we could not get to it to stop the leak.—J. A. Gilles.

L. S. & M. S. 47,587 passed thru Templeton, Ind., Dec. 6, leaking yellow shelled corn at side of car. Train did not stop.—E. H. Stembel, Kennedy Bros.

M. K. C. 93,679, a car of 60,000 bus. capacity, was set out for repair, leaking at the draw bar, at Gregory, Mo., on Dec. 2. The car contained corn. It was plugged up with waste at the leaking point and was picked up going south the following day. I did not learn where it was from; seemed to be yellow, shelled corn.—Henry Lauth, Donnellson, Ia., R. F. D. No. 2.

P. R. R. 536,854 passed thru Rosston, Okla., Nov. 22, leaking wheat freely on right hand side over the truck at the bottom of the siding, directly under the number of the car. Siding was pulled loose from the sill. The train did not stop long enough to have leak repaired. Told brakeman about it.—Farmers Elevator Co., C. A. Christy, mgr.

New Year Resolutions.

To you, Grain Men, may the New Year bring Wealth, joy and the best of everything. When resolutions you make anew. To your own list, just add a few; Let every sale in writing be; Insure in mutuals, thy property; With grain bids be not too free, And cooper cars most carefully; To help thy country with industry In each day to bring some glee To live life with kindness and zest So may this year be brightest and best.



Daily Closing Prices.

The daily closing prices for oats and corn for May delivery at the following markets for the past two weeks have been as follows:

	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.
	10.	11.	12.	13.	15.	16.	17.	18.	19.	20.	22.	23.	24.
Chicago	81½	79½	79½	79½	81½	83	81½	83½	82½	82	82½	82½	83½
Minneapolis	78	76½	76½	76½	77½	80½	81	80½	79½	78½	79½	79½	80½
St. Louis	82½	81½	80½	81	82½	84	85½	85½	85	84½	83½	85	85½
Kansas City	80½	79½	79½	79½	80½	82½	83½	84½	82½	81½	82½	82½	83½
Milwaukee	89½	88½	88½	89½	89½	90½	92½	93½	93½	91½	92½	93	93½
Winnipeg	89½	88½	88½	89½	89½	90½	92½	93½	93½	91½	92½	93	93½

MAY CORN.

Chicago	134½	132	132	131½	132½	134½	136½	135½	134½	133½	133½	133½	133½
St. Louis	135½	133½	133½	132½	133½	135½	138	136½	135½	134½	134½	134½	134
Kansas City	135	133½	133½	132½	133½	135½	137	136½	135½	134½	134½	134½	134½
Milwaukee	132½	132½	132½	131½	133	135	137	135½	135	133½	133½	133½	133½

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Buckwheat Grades?

Grain Dealers Journal: Please give us the rules for grading buckwheat grain, stating what per cent of silver hull buckwheat is allowed in Japanese buckwheat, and still be Japanese buckwheat.—The Hamilton Co., New Castle, Pa.

Ans.: Thomas M. Hunter, seed expert of Chicago, gives the following answers to the question above:

There are no exact rules for grading buckwheat on the Chicago Board of Trade. Kernels must be sound, sweet and of some recognized variety. The varieties recognized are common, Silver Hull and Japanese. Any perceptible amount of one variety mixed with another would affect the grade, tho there is no established percentage.

Is Counterclaim Valid?

Grain Dealers Journal: When I was in the grain business in August, 1917, I had a car of oats consigned to New York that was transferred en route and showed a shortage for which I made claim in September, 1917.

I have had no offer of settlement and my claim is just over two years old.

To offset this the railroad company has a claim against me on another car of oats that I billed to Chicago and that was rebilled to Buffalo by my commission firm, the railroad company forgetting to collect the freight from Mazon to Chicago.

I have refused to pay the freight until my claim is paid. Am I right in my position?—Albert Gilchrist, Macomb, Ill.

Ans.: As there was no connection between the two shipments claims can not be offset. The railroad company can collect the undercharge with no allowance for the counterclaim on the other car until the validity of the shipper's claim has been established by court.

Damages on Destination Value?

Grain Dealers Journal: Referring to the Journal of Oct. 25, page 767, relative to damages to be based on the destination value, we note McCaull-Dinsmore Co., won their suit against the Chicago, Milwaukee & St. Paul Railroad in the U. S. Circuit Court.

We have an old claim against the Erie Railroad which has been in controversy some two or three years covering a claim based on destination value which they have refused from time to time. We have advised them of the above decision and we are in receipt of a letter from Freight Claim Agent Barlow which reads as follows:

"Your letters of Nov. 15 and December 1 are at hand.

In reply I wish to state that there has been no information furnished me or any ruling handed down whereby I could lawfully pay your claim on the basis you have demanded. The only thing I can do is refer you to the original B/L conditions which specifies claims for loss and damage must be adjusted on basis of the value of the property at time and place of shipment."

What do you think we can do so as to get this ruling in proper form to present them?—The American Hay & Grain Co., Marietta, O.

It seems that this claim has been stalled along until it is outlawed under the two-years and a day limit, irrespective of its merits, and suit can not be advised until the Commission gives a decision in the Decker case.

It is sufficient to get the McCaull-Dinsmore case before the claim agent to ask claim agent

to get an opinion from his own law department by giving him the date, Sept. 22, 1919, and the name of the court, U. S. Circuit Court of Appeals, and the parties. This suit has not yet been printed in the regular law reports coming to the desks of the railroad attorneys. If this was the only point involved shipper should start suit for destination value.

License Required?

Grain Dealers Journal: Will the Journal please inform me what licenses a grain firm must have to buy and sell corn and oats in the state of Iowa?—C. Van Gundy, Pocahontas, Ia.

Ans.: Dealers in corn and oats require a food administration license. If wheat is handled they require the Wheat Director's license, in addition.

Unreasonable Side Track Agreement?

Grain Dealers Journal: We have requested the Baltimore & Ohio Railroad to enter into a contract to build in a stretch of track to serve an elevator that we are building. They insist in their contract that we must maintain this track after it is constructed. They also state in their contract that we must save them from damage of cars by fire or other causes while on said track for our use, and also relieve them from any responsibility from fire or other damages caused by them while in the act of serving us.

We believe that we remember of some instance mentioned in the Journal of some court decision that the railroad company could not compel or demand this. Kindly enlighten us on this subject. The Robinson Grain Co., Deshler, O.

Ans.: A complete statement of the present situation of side track leases is published on pages 527-533 and 534 of the Grain Dealers Journal for Sept. 25.

A railroad can not compel a shipper to sign an agreement that discriminates against him by requiring him to pay maintenance or assume a liability for damage not required of other shippers in the same city or at other stations on the same line of road.

If each other shipper was bearing the cost of maintaining his side track on his own ground from the point where it entered the right of way, there might be some grounds for asking Mr. Robinson to share the expense.

Carrier's Liability for Delay?

Grain Dealers Journal: On Oct. 18, 1918, I filed claim No. 36 on car No. 102203 loaded with wheat for New York for loss in transit to the amount of \$26.54. While General Order No. 57 was not in effect at time of filing this claim, I was compelled to reduce my claim $\frac{1}{8}$ of 1%, which I reluctantly did, making the claim now \$22.70, which the claim agent is willing to pay provided I cancel claim No. 1 on same car for loss by delay in transit of .05 cts. per bu. or total of \$73.33.

W. G. Couffer, claim agent, alleges that wheat is nonperishable and also that the R. R. Co. is not responsible for delay in unloading. This car was shipped from Eaton, O., Aug. 2, 1918, and was not delivered until Sept. 9 or about 38 days after shipment and on account of the wheat being out of condition by long delay in transit it was discounted .05 cts. per bu., amounting to \$73.33. There has been a lot of correspondence passed between us on account of this claim and as there is no settlement in sight I appeal for advice and counsel. If it is a valid claim, what action shall I take to collect it?—Joseph Poos, Eaton, O.

Ans.: Altho carrier is legally liable for unreasonable delay the handling of grain at the eastern seaboard terminals was so affected by government controls as to relieve the carriers of this responsibility in some cases.

In this case the railroad company alleges the car arrived at destination Aug. 16 and the delay was solely in unloading at the elevator where there was an accumulation of cars. If the unloading was delayed from causes beyond carrier's control it is not liable; but if the car was permitted to remain forgotten on some remote side track for 3 weeks, thru neglect, the carrier is liable, especially if this car was not handled in turn, that is, if cars arriving later were put thru the elevator first.

Minimum Weights?

Grain Dealers Journal: We have before us a special supplement to Tariffs, issued by Missouri Pacific Railroad which is typical of all special supplements to tariffs issued by all railroads operating in this part of the country, with the exception of the M. K. & T. These supplements were issued for the purpose of increasing the minimum weights of grain and grain products.

The 2nd paragraph on page 2 of these supplements reads on grain of all kinds—minimum weight—marked capacity of car, except where the marked capacity is less than 40,000 pounds, in which case the minimum weight will be 40,000 pounds per car. Now it is a physical impossibility to load most of the cars in service to the marked capacity with bulk ear corn and bulk oats. Take for instance a car 35 ft. 11 in. long-8 ft. 2 in. wide-7 ft. 4 in. high and 80,000 pounds capacity will not hold over 40,000 pounds of bulk ear corn and by careful measurements of the car and estimation of space left in the car after it had reached destination and settled down showed that there could not have been over 4,000 pounds more loaded in the car and the car in question only contained 36,000 pounds.—Western Grain Co., Ft. Smith, Ark.

Ans.: Shippers are not held to the 40,000 lb. minimum when it is impossible to get that weight into the car and comply with the regulation allowing 24 inches, as actual weight then will apply, under the following note immediately following the paragraph indicated, which is effective Dec. 31 on the Rock Island and at earlier dates on other roads:

Note.—When grain is loaded at point of origin to within 24 inches of roof at side walls of car for the purpose of federal or state inspection, or for inspection by grain exchange at points where federal inspection is maintained (notation to that effect being inserted in the bill of lading by shippers) or when grain is loaded to proper grain line of cars so marked, actual weight will apply.

Recovery for Loss of Profit?

Grain Dealers Journal: On Nov. 28 a party had a car of corn shipped from Omaha and the usual time of delivery from Omaha is eight days. This corn cost him \$1.58 per bushel delivered, and on Dec. 5 it would have been worth \$1.63 and on Dec. 14 it was worth \$1.60 $\frac{1}{2}$.

The question is, could he take the market of Dec. 5 and his B/L and recover the difference between the market of Dec. 5 and Dec. 14, the date the car arrived, or would he be compelled to present his invoice in support of his claim, in which case he could show no loss. Had this corn been in town on Dec. 5, which was the time it should have arrived as per the usual schedule time, he could have sold this corn at a profit on the market which is based on the Kansas City market plus the freight. We would like to hear from some one that knows about this and can give court decisions, if any.—Western Grain Co., Ft. Smith, Ark.

Ans.: All the court decisions agree that the carrier is liable for unreasonable delay; and that the measure of damages is the difference in the value of the shipment at the time it arrived and the value at the time it ought to have arrived. A dealer who buys to resell at a profit cannot be expected to forego his profit to make good the carrier's shortcomings. Following are some court decisions:

Measure of Damages for Delay.—Where the market price at destination on the day that a shipment of holly should have arrived was in excess of a shipper's contract price with a dealer there, the shipper might recover the difference between the contract price and the market price at destination on the day notice of arrival was given to the dealer.—Kansas City Southern Ry. Co. v. Mabry, Supreme Court of Arkansas. 165 S. W. 279.

Damages on Market Value.—Ordinarily the measure of damages for delay to a shipment is the difference in the market value of the commodity shipped at destination at the time shipment should have reached destination, and at the time it actually did reach such point.—Cowherd v. St. Louis & S. F. R. Co. Springfield Court of Appeals, Missouri. 131 S. W. 755.

Status of Claims During Federal Control.

Henry T. Clarke, attorney and traffic mgr. of the Omaha Grain Exchange, says, regarding the status of claims pending against railroads under federal control, and the effect of restoration to private ownership, the absolutely safe procedure, of course, would be to start suit and get service on the Director-General as now provided by law.

It is impossible to predict just what method Congress will pursue, and the exact nature of the legislation which will be finally passed and approved. It is reasonable to presume, however, that Congress will provide some satisfactory method whereby shippers holding legitimate claims arising during the federal control will be protected in a proper manner.

The serious danger in the situation lies in the possibility of Congress failing to provide some Governmental agency upon which service might be had, in case litigation was necessary. Personally, I cannot conceive of their overlooking so important and essential a feature for the proper protection of the shipping public.

If Congress does provide for it in the proper manner, the rights of the shipper will not be jeopardized. It is quite possible that after federal control ceases they may adopt a policy of requiring the shipper to establish his claim arising under Federal Control in court proceedings and that Congress will find it necessary to appropriate money from time to time to pay the judgments entered against the government. Such judgments will ordinarily be paid in the order of their priority.

If there is no prospect of a settlement out of court, I believe it a wise policy to secure a judgment in court as early as possible.

Readjustment of Rates to Eastern Trunk Line Territory.

We are advised that, effective Dec. 31, the thru rates on grain and grain products from the specific groups in Illinois and Indiana, and points in Iowa and Missouri on the west bank of the Mississippi River, to points in Eastern Trunk Line Territory (east of and including Buffalo, Pittsburgh, etc.) have been readjusted, restoring the relationship that existed prior to the 25 per cent increase on June 25, 1918.

Under this readjustment the east of Chicago proportions of the thru rates will again become the same as the reshipping rates from Chicago on shipments originating in Trans-Mississippi River and Northwestern Territories, now on the basis on grain of 24½ cents to New York, domestic, and 23 cents export.

The specifics or "proportionals" from points in the groups 8½ cents and higher have been increased to the extent of ½ cent, and there has been made some minor readjustment in the smaller rate groups.

Due to misunderstanding, the thru rates were not readjusted from stations in Indiana on the Illinois Central R. R. on the lines to Evansville and Switz City. Pending readjustment of the thru rates from these stations, the present basis of divisions will apply, namely, 8½ cents to Chicago and 24 cents from Chicago to New York, Domestic.

This readjustment has the effect, also, of restoring the former relationship between the specifics and the rates to Chicago on grain reshipped via the lakes.

As to the roads whose through rates do not apply via Chicago, such as the T. P. & W. R. R., C. P. & St. L. R. R., etc, the June 25, 1918, adjustment had the effect of increasing the differences between such through rates and the combination via Chicago to the extent of 1 cent, and under the December 31, 1919, readjustment this difference will be removed and the former relationship restored.

Our No. 4 East of Mississippi River Book of Grain Rates will be issued very shortly, showing in detail the Local rates and the

"Proportionals" to Chicago.—J. S. BROWN, Manager Transportation Department, Chicago Board of Trade.

Right of Way Rentals in Kansas.

The Kansas Grain Dealers Ass'n is actively at work to protect its members from extortionate advances in the rentals of sites on railroad right of way, by taking up the cases of individual dealers and by promoting the passage of a law regulating leases.

The St. Joe & Grand Island tried to raise the rental of D. C. O'Neill's site at Axtell, Kan., from \$15 to \$83. He referred the matter to Sec'y E. J. Smiley, who in turn, referred the matter to the attorney for the Public Utilities Commission of this State, and it was his opinion that owing to the fact that the St. Joe and G. I. R. R. Company was a government controlled road, that the Public Utilities Commission would have no jurisdiction. Mr. Smiley then referred the matter to Hon. Max Thelen, Division of Public Service, and at the same time wrote Senator Curtis, asking him to see Mr. Thelen, if possible, with a view of securing prompt attention. On Nov. 29 Edward C. Niles, Assistant to Mr. Thelen, wrote: "Replying to your letter of Nov. 24 addressed to Director Thelen, regarding rental of part of railroad right of way at Axtell, Kansas, in connection with elevator owned by Mr. D. C. O'Neill on Oct. 15 and again on Oct. 21, we wrote Senator Curtis regarding this matter, your original letter of complaint having been forwarded us by him. We informed him in the last letter that further investigation showed that the land had been overvalued and that the reduction in valuation made the rental, based at six per cent upon the value, thirty-five dollars per year instead of eighty dollars, and that directions had been given that the lease to Mr. O'Neill should be renewed upon that basis. I regret that by oversight we did not at the same time notify you of this conclusion."

For the protection of members of this Association, having elevators and mills located on railroad right-of-way, the Ass'n has had the following bill drawn, which will be presented to both branches of the legislature at their special session Jan. 5. The following is a copy of the bill:

AN ACT

Authorizing the Public Utilities Commission to supervise and regulate the leasing of real estate owned or controlled by railroad and electric interurban railway companies:

Be it enacted by the Legislature of the State of Kansas:

Section 1. That railroad and electric interurban railway companies may lease to individuals, firms, companies or corporations sites or locations on the right of way of any such railroad or electric interurban railway companies in the State of Kansas upon such terms and conditions and the rental to be paid therefor as the Public Utilities Commission may find to be just and proper.

Section 2. That hereafter no lease for the use and occupancy of any site or location on the right of way of any railroad or electric interurban railway company in Kansas shall be renewed until the terms and conditions of such lease and the rental to be paid for the use of such site or location shall have been approved by the Public Utilities Commission.

Section 3. That all the powers, rights and remedies provided by law for the enforcement or orders of the commission shall be applicable to the orders of the commission promulgated in accordance with the provisions of this act.

Section 4. This act shall take effect and be in force from and after its publication in the official state paper.

WHEAT PRODUCTION in New Zealand, according to consular reports, has been decreasing for five years. At a meeting of the Thrashing Machine Owners Ass'n, it was stated that the decrease was owing to government interference. This year's acreage is smaller and the yield probably will not equal last year's crop. Returns for the year 1918-19, now practically complete, show the following acreage and yield: Wheat, acres, 200,404; yield, 6,658,613 bus.; oats, acres, 172,593; yield, 6,925,543 bus.; barley, acres, 18,903; yield, 708,873 bus.; maize, acres, 9,817; yield, 414,583 bus.

Fair Rental for Site is \$6.

Six dollars a year is all that the Iowa Board of Railroad Commissioners granted the Illinois Central Railroad Co. Nov. 19 on its demand for \$75 a year from Jost & Maynard at Doris, Ia., for a frontage of 133 ft. along the right of way on which stand the elevator and coal sheds.

The commissioners found:

Doris is a station on the Illinois Central Railroad, five miles east of Independence. The town site was platted but no town ever grew at that station. The elevator in question was erected about fifteen years ago and it and the coal sheds occupy 133 feet of frontage along the team and industry track and about 60 feet wide, containing about one-fifth of an acre.

The owners handle an average of about 100,000 bushels of grain and about 15 cars of coal each year. The station grounds are more than 1,500 feet long and 200 feet wide. At this station beside the main line there is a sidetrack about 1,000 feet long and a team and industry track something more than 800 feet long upon which there is a warehouse and stock yards and the elevator and coal sheds of complainant, and it is also used as a team track and for car storage purposes.

Two pieces of farm land adjoining the town plat were recently sold, one for \$112 and the other for \$125 per acre; three of the town lots sold for a total of \$45, one of them being just across the street from the elevator. The lease under which this site has been held since May, 1913, provided a rental of \$5 per year until May, 1918. Notwithstanding this lease in April, 1915, the rental was raised to \$12 per annum and the railroad company now demand \$75 per year.

One of the elevator owners testified he would not object to paying a rental of \$20 or \$25 per year. There was no showing whether or not any grain was received on storage nor any showing of discrimination as between shippers or that the site of complainant interfered with other shippers. While the lease under which this elevator site has been held and occupied describes only the land covered by the buildings, being less than one-fifth of an acre, yet in the use of the elevator and coal sheds, the elevator people and their patrons, in common with others, necessarily use more of the station grounds. It may perhaps be not unfair to say that the lessee has the use of one-half acre in its operations. While the highest value of land in that vicinity was shown to be \$125 per acre, we feel that the sales referred to were not recent and that but little if any land in that vicinity could be bought for less than \$200 per acre.

The facts in this case are but slightly different from the essential facts in the Stacyville case just decided by this commission [published in the Journal Dec. 10, pages 1025-1026] and the reasoning and conclusions in that case are applicable to and should govern this case.

Here is a case which demonstrates the fitness of erecting elevators, etc., upon station grounds; there is abundance of room, it is convenient and it would be folly to require them to be located on land outside the station grounds and require either the industry or the railroad to build to them, and it is at least questionable if the railroad should be permitted to fix the rental for such sites without restraint or regulation.

Treating the land in this case as of a value of \$200 per acre and assuming that the tenant has the use of one-half acre, we have a base of \$100 on which to fix a fair return. Allowing 6% on this base, the rental should be fixed at \$6 per year.

It is therefore ordered that the Illinois Central Railroad may charge as a rental for the site of Jost & Maynard at Doris station being the site now occupied and used by Jost & Maynard, not to exceed \$6 per annum and that a lease not materially different from its old lease shall be executed or the present lease extended therefor.

Coming Conventions.

Jan. 13, 14, 15, 16. Farmer Grain Dealers' Ass'n. of South Dakota, at Aberdeen.

Jan. 15. Indiana Grain Dealers Ass'n at Indianapolis, Ind.

Jan. 20, 21, 22. Farmers Grain Dealers Ass'n of Iowa, at Sioux City, Ia.

Feb. 10, 11, 12.—Farmers Grain Dealers Ass'n of Illinois, at Peoria.

Feb. 16-18.—Minnesota Farmers Grain Dealers Ass'n at Minneapolis.

June 22, 23, 24. American Seed Trade Ass'n at Milwaukee.

June 21.—Wholesale Grass Seed Dealers Ass'n at Milwaukee, Wis.

THE LARGEST corn producing counties in Illinois are Iroquois, McLean, Champaign and Livingston.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Little Elevator on Wheels.

Grain Dealers Journal: OWRN 12673, containing 136,380 lbs. or 2435.20 bus. corn was unloaded at Argo December 17th for account of Lamson Bros. & Co.

We do not know whether or not this is the largest car of corn unloaded at Chicago, but think it will bear favorable mention.—Yours truly, Lamson Bros. & Co., Chicago.

Proper Application as Necessary as Good Iron to Protect Elevator.

Grain Dealers Journal: There is no comparison between wood and iron siding or some of the cheaper compositions for covering walls and roofs that are now on the market. We find some of the asbestos roofings and wall coverings that are all right where they are made up on a plate, otherwise the iron is the best.

We find regardless of the gage of iron used, workmanship has everything to do with the job as far as the life of the iron is concerned. The most common mistake is a light gage iron is used, and then employing men inexperienced in placing iron on grain elevators, with the result that the life of the material is very short. We never allow carpenters or helpers to have anything to do with the iron work. We have special men whom we have trained to carry out the work as we want it, and our results with iron on both walls and roofs have been very satisfactory.

In using the standing seam roofing, we never use less than 26 gage on the roof, and most of the time we use 24-gage. Instead of placing the roof cleats to hold the roof in place we do not allow our men to separate them further than 8 inches on center. It was customary with most builders to run these up to two and three feet apart. The wind playing on the roof works these cleats loose, the results are sheets blowing off. We place two thicknesses of tar paper under the iron roofing in all cases, forming the cushion between the iron and the board.

We never allow anything but blind nailing in any of the iron roofing that we put on. Should it so happen that a nail had to be placed and was not blind nailed, we see that it is soldered immediately. We use all lock joints on our roofing jobs, including the lap on the cornice.

We never bend the iron over the cornice, but use a 1-inch lock joint, which makes a neat appearance and is more solid and does not break the iron when bending it over the cornice edge as is commonly done on the walls where men nail every cornice and hit and miss through the sheet as we see in many places.

The first cost for a job of this kind is more, but the saving in painting, insurance costs, etc., more than offsets this difference. We never use less than 27 gage on the walls and never use iron of any description on walls and roofing unless it is galvanized.

We make it a point to see that the iron when it arrives on the job is put in a dry place before being placed on the building and not laid outside exposed to the weather. The writer knows of a job that has been on for 18 to 20 years, without any repairs or upkeep, and still is in a good condition. This account of its being properly placed by workmen who knew

how to handle the iron.—Very truly, T. E. Ibberson Company, by F. J. Holtby, Gen. Sup't, Minneapolis.

Demand Legislation to Save the Nation.

Grain Dealers Journal: We are now confronted by the disastrous results of a nationwide coal strike made possible by the autocratic action of a few men dominating the coal miners of the country, in addition to which a tie-up of all transportation facilities has been repeatedly threatened.

With these conditions confronting us, I want to urge all grain dealers to address a letter to their Senators and Congressman urging that immediate legislation be enacted which will make it impossible for combinations or strikes to interfere with the production of essential foods and fuels, and the transportation facilities of the country.

A crisis is confronting us and every business man should lend his influence in a nationwide move to bring about immediate enactment of such legislation as will prevent a minority of any part of our people from paralyzing the business and industrial life of our nation.—Yours truly, C. F. Prouty, sec'y Oklahoma Grain Dealers' Ass'n, Oklahoma City, Okla.

Dust Suction from Elevator Head.

Grain Dealers Journal: In building new and repairing old grain elevators during the past few years I have put into use the suction fan on the elevator head.

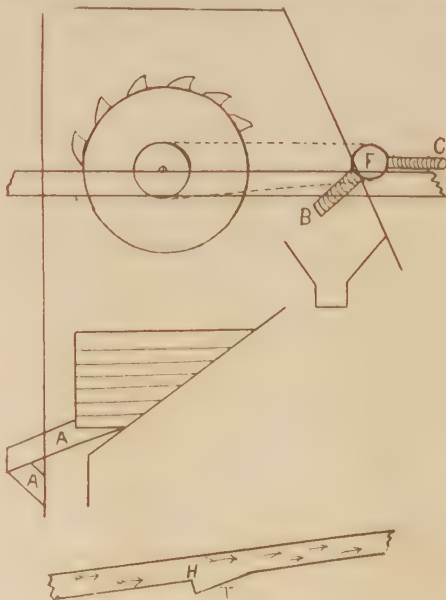
Almost every owner of a small country elevator when approached on the subject will object to a fan on account of small light kernels of grain being drawn out by the draft and lost.

I have used a trap in the outlet spout that traps this grain as it is blown up the inclined bottom of the spout. When sufficient weight rests on the small gate it opens, allowing the grain to fall into a sack.

Oftentimes dust and grain will fall from the cups down the sides of the head and it is the common practice to hopper this into the back of both legs or one leg.

As shown in the engraving herewith I have hopped the bottom one way and built a small spout, A, around into the front leg where all grain and dust will fall into the rising cups and be carried up over the head pulley. The fan, F, is driven by belt from the elevator head shaft. The trap T, is hinged at H.

I have found that the fan and this plan of hopping the head will keep the head and



Dust Suction from Elevator Head.

legs free from dust. As a large percentage of the elevator fires start in the head and legs this will greatly decrease this hazard.—R. H. Bartow, St. Louis, Mo.

Handling Snapped Corn in Tennessee.

Grain Dealers Journal: Here in Tennessee we buy corn snapped off the stalk without being slipshucked. When the moisture runs about 16% we count 80 pounds a bushel. We use shellers that will shuck and shell at the same time. I have owned five shellers at different times and find that the Sandwich of the Marseilles does this work fine.

The cobs with such grain as they are unable to separate are used for feed and the shuck are baled in small bales (75 to 100 pounds, two wires, or three to tie them) and easily sold for feed. In my father's plant we shredded them, separated dirt and cogs and shipped them to a mattress manufacturer in Michigan.—H. K. Holman, Fayetteville, Tenn.

Car Situation Getting Unbearable.

Fifteen grain dealers of Omaha have joined in the following statement of conditions and many other would-be grain shippers will give their emphatic endorsement of this arraignment of railroad management:

During the months of September and October this year, the country witnessed a fairly good movement of grain, everything moving quite smoothly. What happened?

Certain railroad officials and certain officials of the U. S. Food Administration held a meeting at Chicago and decided that every shipper had to obtain a permit from them before they could make shipment. Previous to this time, during the war period, this individual permit system had been tried and found to be a failure, causing an unusual disturbance to the grain trade in general, and a bitter complaint. With this information before the above officials, they placed this permit system in effect. After same being in effect for 16 days, account of the strong opinion against the system, same had to be canceled. However, cancellation of this system did not reimburse the government operating the railroads and the country in general, for the loss of time and loss of thousands of dollars daily, while this system was in effect.

The result of this permit system blocked the movement of grain for 15 to 30 days, putting the shippers in general and all the markets in a turmoil. The permit system was so handled that oftentimes a shipper would have a car and no permit, and at times a permit and no car. Originators of the individual permit system claim the system was put in effect to prevent congestion and facilitate the handling of grain. This statement would be accepted in good faith, but cannot be accepted when past experience has proven that embargoes were more effective where actual congestion existed, and less disturbance to the trade in general.

Further, facts can be presented which support the claim that the individual permit system instead of facilitating the handling of grain had the direct opposite effect, delaying shipments and causing unnecessary hardship on all shippers, and further, losing the government and the public in general, millions of dollars on account of delayed movement.

In talking to various conductors, switchmen, brakemen, firemen, engineers, clerks in fact all employees in general of the U. S. railroad administration, we find them a very good class of men, ready to do all in their power to serve the public. The trouble apparently lies and can be traced to the higher up officials who do not put forth the proper orders; at times, putting out conflicting orders.

Past experience in the grain trade has been that when the railroads wish to furnish equipment, they can furnish sufficient cars to practically all the grain producing territory. Car

the railroad officials explain satisfactorily, the reason for plenty of equipment for the entire country at one time, while at another, cars disappear and cannot be furnished?

Careful investigation develops the fact that certain sections of the country have plenty of empty cars, lying idle, while other sections plead for cars and cannot obtain them. Grain men are receiving reports daily, confirming this condition.

Producers and the Board of Trade.

By JOHN R. MAUFF, SEC'Y.

Unlike the grain exchanges, the producer is never called upon to defend his operations and methods. An investigation involving him is always for the purpose of alleviating his condition or improving his opportunities in the marketing of his crops. His mode of gaining a livelihood is nature's own and in following it, he can do no wrong.

The question has often been asked, "Have they the perfect right to hold, if they so desire, what they have produced thru hard labor and at the hazards of the elements, or should they sell freely immediately after harvest." The members of the Board of Trade of the city of Chicago will not question that right, so long as it does not cause undue hardship on the consumers in a way that would be contrary to public policy.

There is also the question involving the right of the farmers to operate their own elevators, either as individuals or in a co-operative way, and this is a privilege that no one should question, because competition is the life of trade.

Much misunderstanding exists as to their eligibility to membership in the Board of Trade of the city of Chicago, but we know of no defects peculiar to the farmers that would disqualify them. The rule of the Ass'n referring to applications for membership is very clear—"Any male person of good character and credit, and of legal age, on presenting a written application, indorsed by two members, and stating the name and business avocation of the applicant, etc." Remember that in this Ass'n there is no limit on the number of memberships, therefore the price is within the reach of all of good character and credit.

Each member is assessed annually, dues amounting to \$75. The Ass'n has never been without this source of revenue, nor completely out of debt, the outstanding bonds at this time amounting to over \$500,000. You will understand from this that the Ass'n itself is not revenue producing for its membership, except as they may make use of its facilities in the transaction of their business.

In regard to the producers having their elevators at terminal markets, that would be an innovation that would receive our heartiest approval, because one of the problems of the present day is how to provide for additional elevator room in the City of Chicago. At one time the public elevator capacity was over 40,000,000 bus. and it is now down to almost 13,000,000 bus. This can mean but one thing, and that is a lack of profit in the operating of public elevators of this character, because when

one of them is destroyed by fire or falls to pieces with decay, it is not replaced.

Investigations: In the year 1916 the Iowa farmers, operating thru co-operative elevators, started an investigation of the big terminal markets, and some criticism of their representatives followed because the work was not properly done.

This has always been a matter of regret to the Chicago Board of Trade members, because all investigations, even those by congressional bodies, have resulted favorably to this Exchange. Members want to co-operate with the Ass'n to see whether the countrymen have any faults that its officers and members are blind to, and it requires no appropriation by them, as the Exchange will be glad to assume the expense. The conduct of our business will be theirs to scrutinize, the operations theirs to dissect, and when they get through, they will have observed the biggest competition between buyers and sellers anywhere in the world. Hundreds of members acting as agents for shippers throughout the Mississippi Valley in the selling of their commodities and each striving against the other in an effort to get the best possible prices in order to retain their trade.

Fierce Competition: The action on the part of the buyers is just the reverse. Members represent buyers for eastern markets, others acting as agents for local industries, starch mills, glucose mills, oatmeal mills, hominy mills, flour mills, pearl barley mills, brewers and distillers and maltsters, and a great many of each, and a multitude of feed and hay dealers having stores all over Chicago, and all in the fiercest competition for the farmers' commodities.

Rules Protect Public.—The Ass'n has also enacted disciplinary rules for the protection of the public with which the farmers and others should be familiar, for instance—the insolvency rule, which says, that when any member of this Ass'n knowing himself or the firm in which he is a partner, or the corporation of which he is an executive officer, to be in an insolvent condition, shall accept on his own account or on account of any such firm or corporation, any money or securities as margins from any customer on any trade made under the rules of this Board whereby pecuniary loss shall result to the person depositing such margin, such member shall be suspended or expelled.

Also, the rule says—that no member of this Ass'n is allowed under any circumstances to be both principal and agent in any transaction under penalty of suspension of not less than a year. This insures the proper execution of orders as distinct from an operation known as "bucket-shopping."

These are rules for the protection of the public, and not for the protection of one member as against another.

It was not so many years ago that the exchanges were charged with keeping down the prices of farm products. This was in the days of the Hatch and Washburn bills introduced in Congress. In more recent times the exchanges are charged with being responsible for the prevailing high prices, and where first it was the producers, it is now the consumers who complain.

These two interests, the producers and the

consumers, are never at peace, one or the other always seemingly has the advantage, and it looks as though the exchanges, created solely as an intermediary to bring the producers and consumers closer together, were always the ones to suffer.

There are many departments affiliated with the exchange that the public knows little about. The custodian department, since its inception seven years ago, has held in custody for bankers and others nearly 1,200,000,000 bus. of actual grain.

The car inspection department is a bureau that inspects the physical condition of every carload of grain coming into the Chicago market. If there is any loss in transit because of car being in bad condition, the report of this bureau enables the shipper to collect from the railroad company. The buyers and sellers wishing disinterested weights resort to the Board of Trade weighing department, which handled in 1916 about 350,000 cars or 600,000,000 bushels.

The exchange disseminates all over the world, quotations gathered at its expense, aggregating hundreds of thousands of dollars yearly. A farmer may go to the elevator in his vicinity any day in the year and ask for the official quotation on his product and he has no trouble in getting this information.

Has he ever thought of how or why he gets this? It is only obtained through the machinery of the grain exchanges where the quotations are made daily in a free, open, competitive market, regulated by the inexorable law of supply and demand, and it is given to him and given to the world without expense to those receiving it. Commodities not traded in on these exchanges do not have this advantage and frequently there is an enormous variance in prices, even in small areas in a single state.

Very Small Profits.—Five years ago Congressman Doolittle, of Kansas, complained to Congress that the wheat market at Kansas City showed twenty cents per bushel more than was paid the farmer, and the Secretary of Agriculture, the present incumbent, was authorized to investigate and he did so and rendered a report that the average profit was two cents per bushel, and that probably no other commodity was handled on so small a margin of profit as wheat.

As to trading for future delivery, that matter has been decided by our highest courts in favor of the methods employed, and at the present time we find the entire world on a future delivery basis, whether cotton, corn, wheat, locomotives, railroad cars, steel rails, lumber, copper, canned goods or dry goods, all parties interested are, contrary to former practice, indulging freely in contracts, for from six months to three years delivery, whereas formerly most of these commodities, excepting those traded in on exchanges, were not contracted beyond sixty to ninety days.

Trophies Awarded at Grain and Hay Show.

For several years until the war interrupted them annual live stock shows had been held at Chicago. With the resumption of the stock exposition this year, Nov. 29 to Dec. 6, there has been added a grain and hay show for the first time, and also there has been inaugurated the practice of awarding annually three handsome silver trophies to the exhibitors of the best single ear of corn, of the best sample of corn and of the best sample of hay.

The Grain Dealers National Ass'n contributed the cup for the best single ear and it was captured this year by John H. Roads of Bainbridge, O., with an ear of Boone County white.

The American Manufacturers' Ass'n of Products from Corn contributed the trophy for the best sample of corn, the winner of which was Peter J. Lux, of Shelbyville, Ind. He had 20 ears of Johnson County white with 20 rows of kernels on an ear 10½ inches long weighing 21 ounces.

The National Hay Ass'n provided the cup for the best sample of any kind of hay. This trophy is an authentic copy wrought by hand of a silver cup and cover made during the reign of Queen Elizabeth of England in 1585. It was captured by Swartz Bros. of Waukesha, Wis.



Left to Right Silver Cups Contributed by Corn Products Mfrs., Grain Dealers Nat'l Ass'n, and Nat'l Hay Ass'n.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

GEORGIA.

Dublin, Ga., Dec. 19.—On account of the boll weevil we expect more grain (corn and wheat) raised in our section.—A. T. Brandon, mgr. Ocree Mfg. & Grain Co.

ILLINOIS.

Coles, Ill., Dec. 17.—Crops have been rather good here.—Ed. Morris. Morris & Stone.

Springfield, Ill., Dec. 17.—The week was cold, with ample sunshine, and precipitation of consequence only in the extreme south. The temperature averaged 15° to 25° below the normal. Wheat is snow covered only in the extreme north, but only minor local damage is reported. The roads are very bad in places.—Clarence J. Root, Meteorologist, U. S. Dept. of Agriculture.

Springfield, Ill., Dec. 24.—Farmers are still harvesting corn in the south, and some damage is reported. The ground is bare in the central and south, but wheat is wintering well. The fly infestation is bad; in some fields the top growth has been entirely destroyed. The Illinois wheat acreage is 30% less than last year.—Clarence J. Root, Meteorologist, U. S. Dept. of Agriculture.

INDIANA.

Silverwood, Ind., Dec. 12.—New crop badly damaged by fly.—D. Williams.

IOWA.

Hopburn, Ia., Dec. 20.—New wheat acreage ¼ normal.—Farmers Co-operative Exchange.

Topeka, Kan., Dec. 11.—The final returns on this year's wheat crop show a total yield of 145,795,455 bus. of winter wheat and 313,737 bus. of spring wheat, from the 11,640,873 acres sown, or an average yield per acre of 12.56 bus. This was 1.2 bus. per acre below the estimated yield and has been caused principally by a reduction in the yield in the western half of the state. This year's crop is the second largest produced by Kansas, the output of 1914 only surpassing it. Also, it is the largest wheat crop harvested in any state this year, its nearest competitor producing only 38% of the Kansas crop. Of the 30,423 acres of spring wheat in the state over 57% was sown in two northwestern counties, and these two counties produced practically half of the state's spring wheat crop. The 4,188,045 acres planted to corn this year yielded 63,083,497 bus., or an average of 15.06 bus. per acre. On two million acres less, this year's yield is 18,000,000 bus. more than in 1918. The average yield per acre is larger than in any of the past 3 years. Oats sown on 1,552,191 acres yielded 41,973,806 bus., an average of 27.04 bus. per acre, the highest average yield since 1914. Barley yielded 12,881,470 bus. from 508,821 acres, or an average of 25.32 bus. per acre. This production is the largest ever grown in Kansas. Rye sown on 269,647 acres yielded 3,457,791 bus., an average of 12.82 bus. per acre.—J. C. Mohler, sec'y State Board of Agriculture.

KANSAS.

Hutchinson, Kan., Dec. 20.—The Kansas wheat crop is in excellent condition. While the acreage is not as large as last year the prospects for next year's crop are better than they were last year at this season.—J. B. McClure, J. B. McClure Grain Co.

Great Bend, Kan., Dec. 18.—Barton County, one of the leading wheat producing counties of the Kansas Hard Wheat belt, has about 100% of its normal acreage in wheat, though perhaps not more than 90% of last year's acreage. The condition of the crop is probably 160% of normal, at this date, though the weather is rather severe, considering the fact that the plant is, for the most part, young. Plenty of moisture.—J. E. Bell, mgr. Dent Spur Co-operative Equity Exchange.

Hutchinson, Kan., Dec. 22.—An excellent covering of snow protected the growing wheat in western and southwestern Kansas during the recent cold weather, and no damage resulted from this cause. However, in some localities the condition of the crop is not wholly favorable, even tho the plant may be said to have made a satisfactory growth. This occurs

by reason of the fact that a considerable acreage was not seeded in the ordinary way. Grasshoppers destroyed the crop either wholly or in part last summer, and the wheat which fell to the ground sprouted and grew. The result was a thick mat of seedlings. In some cases wheat that should have produced 20 bus. per acre was never harvested, and all of this grain remained on the ground. This was about 20 times as much as should have been seeded. Some farmers disced these fields, others did nothing with them. There has been little or no cultivation, therefore, and the earth is literally covered with wheat plants. Practically no moisture will penetrate to the sub-soil, and if snow and rain is not plentiful the plants cannot stand lack of rainfall next spring; while if enough winter and early spring moisture is received the growth will be so thick that a good crop can hardly be expected. On the whole, the condition is not equal to normal.—Cal.

MICHIGAN.

Lansing, Mich., Dec. 18.—Acreage of winter wheat sown this fall is estimated at 922,000 acres or 38,000 less than sown one year ago. Notwithstanding this decreased planting, the acreage is considerably above normal. The ground was generally dry and hard and much plowing was delayed until after the fall rains came, labor was scarce, and the result was that much acreage intended for wheat was not sown. The crop went into the winter in generally good condition. A normal top growth was made except in a few southeastern counties where much seeding was done late. The Hessian fly is prevalent in the southwestern and southern districts in early-sown fields, being reported from 20 counties and probably existing at points in a few others. The amount of resulting damage will depend upon the weather conditions in the spring and the virility of the spring brood. Acreage of rye has increased rapidly in recent years. 910,000 acres was the amount grown last year, which nearly equaled the wheat acreage, and is the largest on record for the state. Decrease of 10% in the acreage has been planted this fall. Condition is good, nearly all sections reporting a good stand, good color, and a normal crop growth except on late-sown fields.—U. S. Michigan Co-operative Crop Report.

MISSISSIPPI.

The Mississippi corn crop is the shortest in many years and what corn there is, is of inferior quality. Much of this grain will have to be shipped in to meet home requirements.

MISSOURI.

Jefferson City, Mo., Dec. 16.—The reduction of wheat acreage runs from 20 to 60%. Many farmers had sown wheat during the war that were not in the habit and are now anxious to return to their former cropping systems and intend to increase their acreage of hay and corn for the coming year. Even with all this Missouri has around a normal pre-war acreage. The December condition of 84 compares favorably with that of 1915, 1916 and 1917. Wheat is best in the northern half and poorest in the southern section. It is late generally and some has only appeared above ground. Much of it has a poor root growth. Hessian fly is more in evidence than for several years and are reported in about one-third of the counties. Seeding continued fully as late if not later than last year. Rye condition is 88% upon an acreage of 46,800, which is above the area formerly planted. This crop was increased this year in various sections. Yield better than expected in the north. Work has been still further delayed in the northern section of the state by heavy sleet and rainy weather in the south. Farmers attempted to gather as much of their corn as they possibly could without hired labor. Quality of corn is good in most of the state except the south third where there has been some rotting in the field and shock corn was badly damaged by rain earlier in the season.—U. S. and Missouri Co-operative Crop Report.

TENNESSEE.

Nashville, Tenn., Dec. 15.—With the most unfavorable fall for farm work known in the state for a long time, there is the smallest acreage sown to wheat possibly in forty years. With the very poor yields for the past five years, and the heavy increased expense of raising wheat, most farmers had already decided to cut down acreage, and some to abandon its raising; the continuous rains during October and the greater part of November kept the lands in such condition that seeding was next to impossible. Contrary to a belief in most sections that Middle Tennessee is the wheat granary of

the state, this section had to yield to the eastern division some years ago, and for the past few years East Tennessee has produced as much and more wheat than both Middle and West Tennessee combined, while of this fall's sowing East Tennessee has about three-fourths of the state's acreage; conditions for seeding in that section being more favorable than in the middle and west where nearly all the crop sown was in mud. On account of so much late planting, heavy rains and many of the earlier fields becoming infested with Hessian fly, the crop is going into winter in a very low condition. The acreage sown to wheat in Tennessee this fall is 60% of the acreage sown last year, or about 493,000 acres, compared with 822,000 acres last year. The condition as reported is 75% of normal, compared with 94% last season. Rye which is sown in Tennessee mostly for pasture and winter cover, and is usually sown earlier than wheat, has a larger acreage in proportion, and the condition is much better; the acreage is estimated at 95% of last year and the condition 90%. Fall rains have badly retarded all farm operations, with the result that only about 15% of fall plowing has been done.—G. L. Morris, Field Agent Bureau of Crop Estimates, U. S. Dept. of Agril.

TEXAS.

McAllen, Dec. 15.—Planting of 1920 crop will begin by Jan. 20, 1920.—E. F. Nordmeyer, Nordmeyer Elvtr. Co.

Government Crop Report.

Washington, D. C., Dec. 15.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates from reports of its correspondents and agents:

Winter wheat area sown this fall, which is 23.2% less than the revised estimated area sown in the fall of 1918 (viz. 50,489,000 acres). Condition on Dec. 1 was 85.2, against 98.5 and 79.3 on Dec. 1, 1918 and 1917, respectively, and a ten-year average of 89.5.

Rye area sown this fall is 23.5% less than the revised estimated area sown in the fall of 1918 (viz. 7,232,000 acres). Condition on Dec. 1 was 89.8, against 89.0 and 84.1 on Dec. 1, 1918 and 1917, respectively, and a ten-year average of 91.6.

Details by states follow:

WINTER WHEAT.

State.	Area Sown.—		Condition Dec. 1.	
	Autumn, 1919.	Autumn, 1918.		
N. Y.	458	477	99	97
N. J.	105	111	94	96
Penn.	1,597	1,646	99	98
Del.	141	145	95	96
Md.	746	794	94	96
Va.	942	1,071	95	94
W. Va.	354	402	95	99
N. C.	739	859	89	91
S. C.	166	208	85	92
Ga.	222	255	89	93
Ind.	2,476	2,814	90	104
Ohio	1,960	2,882	79	101
Illinois	2,404	3,434	82	100
Mich.	922	960	92	99
Wis.	82	78	95	93
Minn.	62	67	91	94
Iowa	458	954	91	99
Mo.	2,580	4,300	84	103
S. D.	66	79	87	82
Neb.	3,093	3,727	91	96
Kan.	9,196	11,641	82	98
Ky.	719	1,057	80	98
Tenn.	493	822	75	94
Ala.	83	141	82	91
Miss.	15	38	88	91
Texas	1,077	1,959	79	100
Okla.	2,811	3,798	75	100
Ark.	156	346	81	99
Mont.	425	607	80	93
Wyo.	70	88	96	97
Colo.	978	1,075	91	96
N. Mex.	211	182	98	95
Ariz.	45	45	95	96
Utah	163	172	92	97
Nev.	3	4	87	92
Idaho	337	337	84	97
Wash.	919	1,021	84	95
Oregon	714	793	90	100
Calif.	781	1,100	77	100
U. S.	38,770	50,489	85.2	98.5
RYE.				
N. Y.	112	126	95	96
N. J.	80	84	94	96
Penn.	218	230	97	97
Va.	66	73	93	94
Ohio	100	116	95	102
Indiana	346	384	92	100
Mich.	819	910	95	99
Wis.	483	525	95	95
Minn.	492	535	89	92
Iowa	54	70	94	100
N. D.	972	2,068	81	75
S. D.	404	505	83	82
Neb.	365	410	93	98
All oth.	1,019	1,196	90	97
U. S.	5,530	7,232	89.8	91.6

*000 omitted.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

GEORGIA.

Dublin, Dec. 19.—We have only a small surplus of corn to ship out of this county.—A. T. Brandon, mgr. Oconee Milling & Grain Co.

ILLINOIS.

Coles, Ind., Dec. 17.—On account of low price of corn farmers are holding corn.—Ed Morris, Morris & Stone.

Springfield, Ill., Dec. 17.—Not much corn is being marketed and harvesting continues here and there.—Clarence J. Root, Meteorologist, U. S. Department of Agriculture.

INDIANA.

Mt. Ayre, Ind., Dec. 17.—Farmers would deliver corn rapidly if we would accept, but cars are scarce and we have a large quantity of grain on hand.—Edw. Harris.

Silverwood, Ind., Dec. 17.—Wheat all shipped; most of corn yet in farmer's cribs, holding for better prices; all corn husked.—D. Williams.

IOWA.

Hepburn, Ia., Dec. 20.—No surplus corn here; will have to ship in to feed. Several cars of old wheat to come from farmers' bins yet. Cars have been scarce all winter.—Farmers' Co-operative Exchange.

KANSAS.

Great Bend, Kan., Dec. 16.—Fully 75% of last year's crop marketed and bulk of it has now passed through elevators.—J. E. Bell, mgr. Dent Spur Co-operative Equity Exchange.

Hutchinson, Kan., Dec. 20.—Kansas still has in her bins 40 to 50% of last year's crop. Western Kansas has a tremendously big crop of kaffir-corn, milo and cane and if the railroads will furnish the cars, Kansas will roll out of this country more grain from now until the first of June than in any other year.—J. B. McClure Grain Co., by J. B. McClure.

Hutchinson, Kan., Dec. 22.—Grain movement in this territory continues to be purely a matter of car supply and transportation service. The car supply is about as near nil as it could be, and loaded cars move very slowly. A Kansas City receiver told me recently he has Bs/L over six weeks old covering milo maize originating at Kansas points, and the cars have never arrived. It is a very difficult situation, and is causing the grain trade an endless amount of trouble.—Cal.

Topeka, Kan., Dec. 11.—Heavy losses in many counties have been sustained since harvest because of lack of cars to move the wheat, and wet weather. A great deal of grain in the stack was rendered practically worthless on account of long-continued rains, which delayed threshing. Wheat in growers' hands: 35.5% or more than 50,000,000 bus. of this year's wheat still remain in growers' hands. This holding of wheat by the farmers is enforced, chiefly because of a lack of storage and shipping facilities, shortage of cars being particularly mentioned. Of the thousand replies received on this question, more than half specify a shortage of cars or inadequate transportation facilities as responsible for the large amount of wheat crop in farmers' hands. In the northwest especially vast quantities of grain have been damaged and in many cases ruined because of this situation. Considerable damage in this section is also attributed to early fall rains and lack of sufficient help, which delayed threshing and in fact has kept many farmers from completing their threshing even up to this time. The coal shortage within the past month has caused further delay at some points.—J. C. Mohler, sec'y State Board of Agriculture.

MICHIGAN.

Lausling, Mich., Dec. 15.—The amount of wheat marketed during November at mills and elevators in the state is estimated at 889,000 bus.; the total from August 1 to November 30, 6,620,000 bus.; 26 mills and elevators report no wheat purchased during November. The amount of grain and seed threshed as reported by threshermen up to and including November 29, 1919, is as follows: Winter wheat, 824,881 acres; yield, 17,111,266 bus.; 20.30% yield per acre. Spring wheat, 76,339 acres; yield, 856,868

bus.; 11.22% yield per acre. Rye, 839,341 acres; yield, 11,234,147 bus.; 13.38% yield per acre. Oats, 1,178,609 acres; yield, 28,136,956 bus.; 23.87% yield per acre. Spelt, 8,962 acres; 153,832 bus.; 17.72% yield per acre. Barley, 214,670 acres; yield, 3,634,215 bus.; 16.93% yield per acre.—Michigan U. S. Co-operative Crop Reporting Service.

MINNESOTA.

Maynard, Minn., Dec. 20.—Grain is moving freely; business is good but cars are scarce.—H. G. Pederson, mgr. Farmers Elevator Co.

MISSISSIPPI.

Vicksburg, Miss.—Owing to the market shortage of the Mississippi corn crop this year, a great deal of that grain has been shipped in recently to meet home requirements. The demand for corn in this section is expected to increase steadily for some time to come.—J. H. S.

MISSOURI.

Jefferson City, Mo.—Missouri farmers faced a severe drouth late in the summer which prevented the preparation of wheat land, also the immense acreage of the year taxed threshing equipment, so much so that wheat is still in the shock in Sullivan county and is just being finished in various other counties. Corn harvesting progressing slowly; only 65% cribbed Dec. 1.—E. A. Logan, U. S. Bureau of Crop Estimates, and Jewell Mayes of the State Board of Agriculture.

NEW YORK.

New York, N. Y., Dec. 3.—Atlantic seaboard receipts for the past week were 3,082,662 bus. of grain and the clearances 4,793,806 bus., and 65.4% of the elevator capacity was filled, as reported by the Railroad Administration. At the gulf ports of New Orleans, Galveston, Port Arthur and Texas City there was in store 8,671,900 bus., of wheat, or 82.4% of the elevator capacity.

New York, Dec. 12.—Wheat receipts from farms, 8,042,000 bus.; against 15,124,000 bus. same week year ago; wheat receipts from farms previous week, 11,112,000 bus.; against 18,922,000 bus. previous week year ago; wheat receipts from farms June 27 to Dec. 12, 625,484,000 bus.; against 621,810,000 bus. same period year ago. Total stocks wheat all elevators and mills, 261,892,000 bus., against 256,619,000 bus. same week year ago. Total stocks wheat all elevators and mills previous week 268,521,000 bus.; against 257,234,000 bus. previous week year ago. Change for week decrease of 6,629,000 bus.; against decrease of 615,000 bus. year ago. Exports of wheat: Exports of wheat July 1 to December 12 amount to 72,764,000 bus.; compared with 89,316,000 bus. of wheat last year.—United States Grain Corporation.

OHIO.

Middle Point, O., Dec. 16.—Trade in this territory is held back enormously by the scarcity of cars to load grain, hay and straw. The elevators are full—awaiting cars to move the grain. The country is ready to sell but the dealers cannot move anything. There is good demand for loaded cars. Everybody is feeling the coal shortage. We do not look for any material improvement in conditions until the railroad relieves the car situation.—H. G. Pollock.

Exports of Grain Weekly. Bus., 000 Omitted.

	Wheat.	Corn.	Oats.
	'19-20.	'18-19.	'18-19.
July	5,000,150.4	539	20
July	12,000,385.1	382	23
July	19,000,339.3	144	93
July	26,000,112.1	413	45
Aug.	2,000,306.7	543	9
Aug.	9,000,365.1	1,419	74
Aug.	16,000,262.0	1,809	44
Aug.	23,000,444.5	3,504	67
Aug.	30,000,607.2	2,938	264
Sept.	6,000,384.3	3,452	118
Sept.	13,000,747.5	3,739	42
Sept.	20,000,634.3	4,409	148
Sept.	27,000,469.0	5,088	29
Oct.	4,000,591.7	5,532	33
Oct.	11,000,248.5	4,078	28
Oct.	18,000,293.0	4,200	18
Oct.	25,000,282.0	4,143	9
Nov.	1,000,245.8	2,513	10
Nov.	8,000,385.6	4,117	23
Nov.	15,000,599.4	3,471	69
Nov.	22,000,462.9	4,005	21
Nov.	29,000,378.1	7,560	39
Dec.	6,000,622.6	10,900	16
Dec.	13,000,367.4	7,740	16
Dec.	20,000,463.9	3,674	10

Total since July 1, '18 299,745 215,391 10,687 37,857 121,065 195,164

OKLAHOMA.

Heavener, Okla., Dec. 18.—There is no grain moving here.—R. D. Truman, mgr. Heavener Grain Co.

Oklahoma City, Okla., Dec. 23.—On December 1, 1919, there was 27.1% of this year's wheat production still on farms, or 13,600,000 bus. On October 29, 1919, there was 43.7% of this year's crop still in the hands of the farmer. Since that date 16.6% or 8,300,000 bus. of the crop have been consumed and marketed. Some wheat is reported as still in the stack and in shock and suffering considerable damage through exposure.—U. S. Co-operative Crop Reporting Service for Oklahoma.

TEXAS.

McAllen, Tex., Dec. 15.—Corn shipments from here were 165 cars.—E. F. Nordmeyer.

Fort Worth, Tex., Dec. 9.—The movement of corn, kaffir and milo in Texas is still very light on account of the continued bad weather. A considerable part of the cotton crop is still in the fields, and it is believed that the kaffir and corn will move very slowly until the cotton is all gathered.—X.

GUELPH, ONT.—The first annual meeting of the Canadian Phytopathological Society was held here in mid-December. Dr. E. C. Stakman, of the University of Minnesota, who has charge of the grain rust investigation for the United States, gave two interesting addresses. The object of the conference was to stimulate research work, which will result in the reduction of losses due to plant diseases. The officers elected for 1920 were: Pres., A. H. R. Buller, University of Manitoba; vice-pres., Dr. J. H. Faull, Toronto University; sec-treas., Dr. R. E. Stone, Ontario Agricultural College; members of the council, Prof. J. E. Howitt, O. A. C.; F. L. Drayton, Central Experimental Farm, Ottawa.—B.

Yield and Acreage of 1919 Crops.

Washington, D. C., Dec. 12.—The December estimates of the Crop Reporting Board of the Bureau of Crop Estimates of the acreage and production of important farm crops of the United States in 1919 and 1918, with the average for the five years 1913-1917, based on the reports of the correspondents and agents of the Bureau, are as follows (1918 figures revised):

Crop.	*Acreage.	Per acre.	*Total.
Corn	1919	102,075	28.6
	1918	104,467	24.0
	Av. 1913-17	107,496	25.6
Winter wheat.....	1919	49,905	14.7
	1918	37,130	15.2
	Av. 1913-17	34,196	16.2
Spring wheat.....	1919	23,338	9.0
	1918	22,051	16.2
	Av. 1913-17	18,124	13.0
All wheat.....	1919	73,243	12.8
	1918	59,151	15.6
	Av. 1913-17	52,320	15.1
Oats	1919	42,400	29.4
	1918	44,349	34.7
	Av. 1913-17	40,583	32.8
Barley	1919	7,420	22.3
	1918	9,740	26.3
	Av. 1913-17	7,780	25.6
Rye	1919	6,963	12.7
	1918	6,391	14.2
	Av. 1913-17	3,151	15.9
Buckwheat.....	1919	790	20.6
	1918	1,027	16.5
	Av. 1913-17	824	17.8
Flaxseed.....	1919	1,683	5.3
	1918	1,910	7.0
	Av. 1913-17	1,756	7.9
Rice	1919	1,089	37.7
	1918	1,118	34.5
	Av. 1913-17	835	36.9
Hay, tame.....	1919	56,348	1.62
	1918	55,755	1.37
	Av. 1913-17	52,026	1.52
Clover seed.....	1919	686	1.6
	1918	820	1.5
	Av. 1913-17	1,251	26.6
Peanuts.....	1919	1,865	24.7
	1918	1,018	11.3
	Av. 1913-17	1,744	10.0
Beans (6 states).....	1919	4,893	25.8
	1918	6,036	12.1
Kafirs (7 states).....	1919	271	391.0
	1918	366	157.9
	Av. 1913-17	157	14.1
Soy beans.....	1919	160	17.5
	1918	1,398	7.2
	Av. 1913-17	1,897	6.3

*In thousands (000 omitted).

Grain Handling in the Argentine Republic

BY EDWARD H. BINGHAM

In considering the conditions surrounding the handling of grain in the Argentine Republic, a few fundamental facts should be kept in mind, among them the fact that the Argentine Republic in size is a little more than one-third as large as the United States, and has a population of about 8,000,000, which is less than the State of New York.

The Argentine people are largely of Latin origin, but have a mixture of various nationalities in their blood, just as the Americans have. They follow many of the south European customs which differ from ours, and while there are a good many of the working class, especially among the recent emigrants who are shiftless and unreliable, the educated Argentine is a very fine gentleman and one who will set us many examples which we might do well to follow.

It is not the desire of the writer to criticize the Argentine in any way, and while their customs differs from ours, we should give them credit for being brought up differently. Their country is in many ways in a position the United States was in some 30 years ago, before we had the Pure Food and Anti-Rebate Laws and the "Swat-the-Fly" and Cleanup campaigns.

Being on the other side of the equator, the seasons are reversed, so that they have winter when we have summer and vice versa. The northern limit of the Argentine is about as far south of the equator as Cuba is north, and the southern limit is about the same altitude as Edmonton or the extreme southern limit of Alaska. Buenos Aires, which marks the southern limit of the corn zone, is about the same altitude as Little Rock, Ark.; but its temperature compares more closely with that of New Orleans.

The corn zone is confined to a strip of territory about 150 miles wide, running along the west bank of Parana River for about 250 miles. This territory will include practically all the corn country altho wheat is raised farther south and farther west. A grain merchant stated that the soil south of Buenos Aires was not suitable for corn, altho no reason as to why it was unsuitable was given.

ONE DISTINCT FEATURE of the grain handling is the fact that 65 to 70% of the grain is grown by tenant farmers who ordinarily have a lease for not over three years, and therefore have no vital interest in the land or the improvement of their farms. There are, of course, some small farmers who own their property, but the larger part is controlled by owners of large estancias, who are more interested in the raising of cattle than they are in the raising of grain.

While some of the estancia owners use

up to date methods and machinery, the ordinary farmer plows his land only 4 inches deep and does very little, if any, cultivating. When his corn is ready to harvest he will very often hire laborers to gather it and a shelling gang to shell and cart it. The cost of such gathering, shelling, bagging, sowing and carting is estimated to cost about \$2.35 Argentine paper per 100 kilos or equivalent to about 26c American gold per bushel. As he usually has to pay the owner of the land 25 to 33% of his crop, it often happens that with even a pretty fair crop he has barely enough to pay his debt to the local storekeeper from whom he has been buying supplies and food for the previous nine months.

At the present time, practically all of the grain handled from the farm is shipped in bags. There are one-half dozen country elevators, but they ship but a very small proportion of the crop. The ordinary farm wagon could probably be used to haul the grain in bulk or on the cob, but to change the farmer's way of doing business might require a considerable effort.

FARM STORAGE.—When the farmer has harvested his crop of corn or maize, as it is always termed, he stores it in a "troja", shown in the engraving. The troja is made by sticking some poles in the ground which are held together by wires, inside of which are placed corn or cane stalks, and the corn as it comes from the field is piled inside the trojas. Sometimes they are protected from rain by a covering of galvanized iron, but more often are left without any protection whatever from the weather. Some of the farmers will select their best looking ears and will place them in a small troja beside the large ones, but as far as the writer could learn there was very little attention paid to the selection of corn for its germinating powers.

Grain is hauled from the farms to the markets in carts having wheels 8 or 9 ft. high and pulled by 8 or 10 horses or oxen. The oxen are harnessed with a yoke strapped directly on their horns, so that they cannot turn their heads one way or another and pull entirely with their heads instead of with their shoulders. When horses are used, three or four horses are harnessed to the wagon in the usual way and the other four or six have a girth, to one side of which is fastened a

rope which is attached to some ring on the axle of the wagon. These horses go from one side only but seem to get along alright that way. A large number of farm horses are fed only on grass and cannot do nearly as much work as the New American grain fed horse. In fact, some owners figure on working their horses only one half day.

COUNTRY STATION STORAGE.—When the farmer is ready to sell his grain he usually disposes of it to the country storekeeper to whom he is in debt, or to the owner of the land who handles the grain of various tenant farmers on his estancia. The grain, when hauled to market, is piled up in bags in a shed or "galpon," or if the sheds are not large enough it is piled out in the open air with canvas covering the pile to protect it from the rain.

The pile of grain shown in the engraving was taken at a small country station and could be duplicated in many other places.

Most of the roads in the Argentine have had little, if any, work done on them so that in wet weather they are practically impassable, and even in dry weather the large wheel carts often have difficulty going over the rough places.

RAILROAD TRANSPORTATION.—When the grain at a country station is sold or the owner is ready to ship, he must make an application to the railroad for cars, and his application will be placed on file and he will get his cars after all previous orders have been filled. The government provides that the railroads must furnish cars in a regular turn according as the orders are placed on file and they apparently live up to this rule. For this reason, if a man places an order he may have to wait one, two, or even six months before he gets his cars. The railroads will furnish to shippers who have a sufficient quantity of grain at one point, not less than 500 tons or 20,000 bushels, a special train and these are not subject to the rule of turn. It therefore sometimes happens that while one shipper is endeavoring to get grain from a certain point where he has three or four carloads another shipper may make a shipment of 25,000 bushels by securing a special train from the railroads.

Three different gages of railroad track are used in the Argentine. The most important roads use the broad gage which is 5 ft. 6 ins. The next group in importance is the narrow gage whose rails are one meter apart, about 3 ft. 3 ins. apart. The third group uses the American standard gage 4 ft. 8 ins., but it so happens that the standard gage roads do not tap very much of the corn territory. The broad gage lines will exchange cars, but of course it is impossible for



Well-Built Stacks and "Trojas."



Weighing Sacks of Grain off the Big Wagon.

broad gage car to run on a narrow gage track. In the ports of Buenos Aires and Rosario some of the tracks are used jointly by the broad and narrow gage, but of course, can only use one rail in common and have to have separate rails for the wheels on the opposite side of the car.

Of the various railroads the Central Argentine is the most important carrier of maize, as it handles over 50% of the crop that enters into the commerce of the country. On the average about 75% of the corn crop is exported as there is very little fed to cattle or hogs. The Government is trying to encourage the feeding of hogs, and it is quite likely that there will be a change in this direction in the next few years.

RAILROAD RATES in Argentina are based on the distance between two points, regardless of direction, and there are no thru rates over two lines, as each line charges its own tariff regardless of the fact that it may be hauled to another destination by another road. Railroad rates are established only with the approval of the Government, but there is quite a wide variation in the charges that certain roads make for hauling the same commodity. There is no general official classification, but each road has its own classification and one road may put a certain commodity in one class while another road will put it in an entirely different class. Furthermore, the railroads will charge one rate for shipments amounting to 100 kilos but will charge a lower rate for shipments of 1000 kilos or more, and have a still lower classification for shipment of 3000 or 6000 kilos and a still lower class for car lot shipments. Railroad rates are usually maintained up to standard, and if there are any rebates given it is done very secretly.

When a shipper's turn arrives to receive cars at a country station, he must take whatever cars are tendered to him, whether they are open or closed. On open cars, the railroad furnishes "lanas" or tarpaulins to cover the grain and probably more than half of the

grain is shipped on open cars. If it happens to rain while the grain is in transit, the upper bags will probably be damp on arrival, and the consignee often finds it necessary to replace the wet bags with dry ones. The railroads are responsible for any theft occurring in transit, but do not guarantee out-turn.

When the grain arrives at the port, it is taken from the car by peons and piled in a galpon or "planchata," which is a pile in the open air. Should it happen to be shipped to Buenos Aires, Rosario, San Lorenzo or La Plata, it may be put into a grain elevator and shipped on board of the steamer in bulk.

Elevators.

In the Argentine, almost any kind of a building in which grain is handled is called an elevator, but there are comparatively few elevators according to the North American idea. There are at present in the Argentine three elevators in Buenos Aires that can handle and ship grain in bulk, two in Rosario, one in San Lorenzo, one in La Plata and three by Bahia Blanca. In addition to this a new elevator is being built in Buenos Aires, and a concession has been granted for another. There are also at several points buildings called elevators which have a small amount of machinery for handling grain in bulk or sacks, but have no storage room for bulk grain.

Of the grain elevators, the most important is the Central Argentine Elevator in Buenos Aires, shown in the engraving. This is on dock No. 2 and can load directly into ocean-going boats either in bulk or in bags. It has storage facilities for both bulk and bag grain.

On dock No. 3 is the large elevator of the S. A. de Molinos Harineros y Elevadores de Granos which is operated by a Belgian concern and is the largest milling organization in South America, having four or five mills at other points. This mill and elevator have a capacity of 4,000,000 bus., and can also load both bulk and bagged grain. At one time

they did considerable business for one or two grain firms, but we are advised that at the present time they are only handling their own stuff. The various mills of this company are said to have a daily capacity of over 46,000 bags of 70 kilos each a day.

The third elevator in Buenos Aires is a small house operated by the Pampa Grain Co., about a mile up the Riachuela. This latter is a small natural stream, navigable for barges but not large enough for ocean going vessels; therefore, the grain from this elevator must be lightered to an ocean boat.

AT ROSARIO there is a large elevator operated by the Port Company. This company is a French organization which secured a concession some years ago from the Argentine government for the purpose of operating the Port, providing facilities for importing and exporting products of all kinds, and with the concession, the government gave them a certain control over all vessels operating within 20 kilometers (about 12 miles) of the Port. Consequently, any merchandise imported or exported within the zone of influence, must pay to the Port Company a royalty. On corn it figures about $\frac{1}{2}$ ¢ a bu. and on wheat and flax seed, a little more. This charge is paid by all grain exported thru private elevators or sheds regardless of whether the Port Company has furnished any facilities for the shipment.

The other elevator in Rosario is owned by Sanday & Co., and operated for their own account.

The elevator at La Plata is also owned and operated by Sanday & Co., and the one at San Lorenzo by the Dutch firm of Faber & Cleynert in connection with Spencer Kellogg & Sons, of Buffalo, N. Y.

WHEN GRAIN ARRIVES from the country, if it is destined for one of these elevators to be handled in bulk, the bags are opened over grain hoppers and the grain is handled in the same way as it would be in North America. The larger part of the grain shipments, however, are handled thru sheds or



1, Finished and Incomplete "Trojas"; 2, Box and Runway for Elevating Grain Onto "Troja"; 3, Pile of Sacked Grain at Argentine Country Station; 4, Central Argentine Elevator at Buenos Aires.

"galpons". These are sometimes made of brick or concrete, but more often of galvanized iron. In these, grain is piled in sacks sometimes 40 bags high, and the work is usually done by men carrying the bag on their shoulders, using some of the bags already piled up as steps of stairs. Some of the grain handling firms have installed movable, electrical conveyors, and use these for conveying the bags of grain to the top of the pile or from one place to another. When the vessel is ready for the grain the bags are again brought down to the level of the ground in the same manner. If the "galpon" is close to the vessel and on the same level, the grain is carried direct to the boat. Most of the "galpons" in Buenos Aires are some distance from the water front and therefore the bags of grain are put on horse-drawn carts, usually drawn by three horses and carted to the vicinity of the vessel where they are carried on board by hand.

SHIPPING DOWN, CHUTES.—Another method of loading, which is the most popular one and prevails wherever conditions will permit, is the shipping of the grain down chutes or "caneladas." A large part of the grain handled in Rosario and practically all that handled in San Nicolas, Villa Constitucion, and some other points is handled in this way, which eliminates any expense for machinery. In order to do this, it is necessary to have a high bank with deep water close enough to the shore to permit the steamers to come alongside of the dock. An ordinary gang of peons will load about 250 tons or 10,000 bus. per day, and if the shipper is in a hurry they usually have two, three or four gangs working on a boat, providing the vessel has a sufficient number of hatches. In loading grain from the barranca or bank with caneladas, a gang will send down 800 bags an hour or about 6000 bags in an 8-hour day. Each bag is about 70 kilos which will make about 16,000 bus. per day.

THE EXPENSE of handling grain from the railroad car to the ocean vessel varies considerably, and it is the aim of all shippers to have their grain arrive just when their vessel is ready to load so that they can have the cars switched alongside of the boat and load directly from the cars to the boat, thereby avoiding at least one handling and all storage, insurance and care of the grain while awaiting vessel.

The cost of handling grain direct from a car to the vessel is a little less than one cent a bushel, but exporters have to figure on the possibility of putting grain in storage until the boat is ready and therefore figure on a fobbing charge of about 5c per bu. They do not figure as closely as they do in North America, but if they have an additional charge they will add about a cent a bushel to their price. It is impossible for them to figure exactly as all grain exported is liable to pay an export tax which is fixed by the Government each month and is not announced until the last day of the preceding month. This export tax is based on the relative difference between the market and a standard price which was fixed by the Government some years ago. Consequently, if grain is high there may be a good sized tax up to four or five cents a bushel, but if the market is low there will probably be no tax. However, the committee fixing the price has a good deal of leeway, and it is therefore impossible to foretell just what they will consider the market is and what the tax should be.

TWO KINDS OF MONEY are used in the Argentine—gold and paper. Some years ago, the paper money declined in value and used to fluctuate very considerably from day to day. This was not very satisfactory, and therefore the government by law declared that a paper dollar or peso was equivalent to 44c or centavos of gold, and that the government would exchange gold for paper or vice versa on this basis. This they did until

the beginning of the European war when another law was passed prohibiting the paying out of gold; but the law establishing the relative value still remained in force and the government continued to accept paper money in payment of taxes and import duties on this same ratio so that the relative value has been maintained. The Argentine gold peso has a little less gold in it than the American standard, and is therefore worth about 97c of our money. Consequently, the Argentine paper peso is worth about 42½c American.

LIVING EXPENSES in the Argentine average as high or somewhat higher than in North America, for altho food and labor is cheaper, the cost of building, rent of homes and all manufactured articles are higher, as practically all structural material, clothing and every other kind of manufactured goods are imported. Therefore they must pay the North American or European price plus freight and a large import duty and nearly every class of goods is included in their regular import tariff. The tariff on most classes of goods is fixed by the government, either on the basis of its weight, bulk or measure (in case of liquids). These charges remain unchanged until further action on the part of the Government and usually have no reference to the actual market value of the product. The government issues a large book which looks like a mail order catalog, giving the fixed value on practically every kind of merchandise that it is possible to import.

THE BRITISH GOVERNMENT is declared in an opinion by Justice Sir John Sankey to have no power to prohibit the importation of certain goods. Its proclamation is regarded as illegal.

THE ARGENTINE Chamber of Deputies has approved the bill to make a loan of \$200,000,000 to England, France and Italy to enable those countries to buy grain in the South American Republic. The bill must be approved by the Senate before it becomes effective.

Issuance of "Heavily Loaded Car" Certificates.

Results of a survey of all the principal markets in the country indicate that in many markets inspectors have exercised too freely the privilege of issuing "heavily loaded car" certificates. In order, therefore, to correct this situation and to confine in the future "heavily loaded car" certificates to such cars as may be unquestionably inaccessible for proper sampling, the Bureau of Markets recommends that cars be loaded so as to permit twenty-four inches of space between the top of the grain and the roof of the car should be covered by a "clean" certificate, unless the sampler in the course of his work finds concrete evidence that he is unable to secure a representative sample of the carload. The mere fact that the grain in the car is loaded to within twenty-four inches of the top is not sufficient evidence in itself to justify the issuance of a "heavily loaded car" certificate.

Terminal Elevator Tracks Revolutionized.

Thomas D. Budd's arrangement for unloading tracks at terminal grain elevators, patented Nov. 4, 1919, marks a revolutionary step in the laying out of terminal trackage. This patent is one of three and completes a series, the other two being a patent on a power grain-door remover and on a tilting car dump.

Instead of removing the door by hand and entering the car with a pair of power shovels, as at present, a machine will remove the door and the whole car will be tipped endwise, letting the grain run out of the door by gravity in five minutes. Present equipment requires 15 minutes to an hour to unload a car.

By operating a separate car unloading sink in connection with the tilting dump all delay to the operation of the tilting dump is avoided under the letters patent, No. 1,320,000, granted to Mr. Budd, assignor of one-half to James Stewart & Co. and one-half to the Link-Belt Co., and which covers the arrangement, rather than any details of construction.

A plan view is given herewith, A being the receiving shed of an elevator; containing the unloading track, A1, extending thruout its entire length; communicating with an ingoing track, A2; and an outgoing track, A3; along which cars are drawn by the cable, A4.

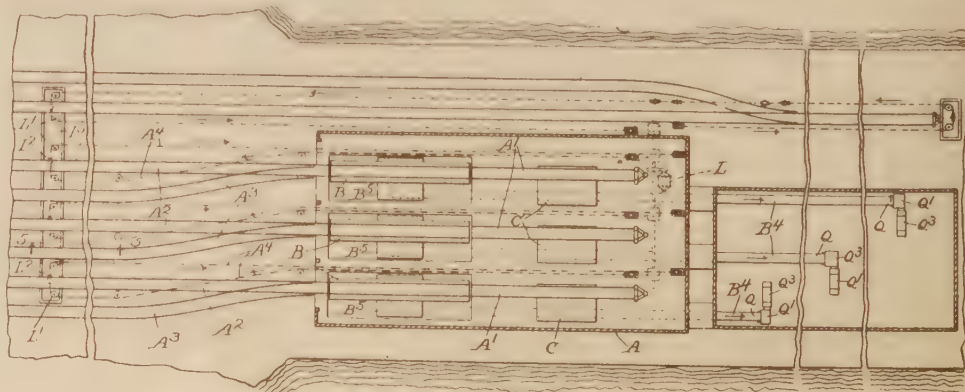
The unloading track passes over a car tippable, B, of ordinary type, comprising a bridge, locking beams, B1, and a quadrant, B2, where, by the tippable may be rotated about an axle, B3, to dump the car. B4 is a receiving belt, which receives grain from the hopper, B5, into which it is discharged from the car door.

The track, A1, extending beyond the tippable terminates in a section overlying a receiving pit C, where hand dumping may take place.

The arrangement is such that cars may be drawn in on the tippable spotted thereon, locked in position, dumped by tipping, and then sent out, leaving a place for the next car to come in. If a slow car comes in which cannot be dumped, it is carried on thru and spotted over the receiving pit. The hopper doors are left closed and the grain is dumped into the pit. When the job has been done and the operator wishes to dispose of the grain in the receiving pit he waits until there is no flow of grain along the belt from the tippable and then he opens the hopper doors, permits the grain to run in on the receiving belt, and it is carried on in the usual manner.

To get the maximum efficiency under the present system the best design has been that typified in plan A, herewith. In laying out the tracks of a terminal elevator the maximum efficiency is always obtained by locating the elevator in the middle of the length of tracks, so that there will be as much track length on one side of the house for loaded cars as there is for the other on the other side for empties. This necessitates a considerable length of trackage, and if the space is not available no elevator can be built on that site.

Another consideration is the great width required for working house, track shed and storage, all abreast. With high values of real



Plan of Trackage, Unloading Sinks and Belt Conveyors of New Terminal Elevator Design. [See facing page.]

estate at terminal cities the large dimensions of the ground required make a site so costly as to prevent in many cases the construction of much needed facilities.

Under the new system the arrangement shown in plan B is adopted. This reduces the length of track from 2,000 to 1,675 ft. and the width of site from 250 feet to 115 ft., with the same storage and handling capacity. Already this invention is passing from the stage of theory to actual practice, for in 30 days the first installation of the new system will be in operation at the Northern Central Elevator, Baltimore, Md.

The key note of this invention is the rapid car unloader. It makes it possible to empty a car in 5 minutes, and makes it necessary to remodel the tracks to handle the cars in and out of the track shed more rapidly than can be done by the present switching engines. Also, it becomes necessary to obviate the delay in tilting cars occasioned by some cars in a train containing bulkheads preventing dumping by tilting.

Speeding up of the movement of the cars in and out is accomplished by doing away to a considerable extent with the services of the switching engine, and substituting in the yards and along the tracks a continuously moving car puller cable to which a workman fastens a grip attached by cable to the selected car, along which he walks, releasing the grip at any desired point. Also the part of the tracks within the receiving shed is raised about 5 feet above the level of the outgoing tracks, so that a car that has been emptied will run off by gravity.

Delay in handling bulkhead cars is avoided by having at the stub end one of the present style hand unloading sinks, over which the bulkhead cars are run and allowed to stand while the tilting dump continues in operation in full blast. As a consequence the conveyor belts under the receiving sinks are run lengthwise instead of crosswise of the tracks.

A unit of the new system then comprises one track for incoming loaded cars, one track for outgoing empties, one tilting dump, one receiv-

ing pit and one belt conveyor. The sketch herewith shows three units but there is no limit to the number of units that may be installed side by side.

All the switch engine has to do is to place more loaded cars on each incoming track and take the empties from the outgoing track. The hauling cable moves the loaded cars in and the empties out. The dumping process can be continuous while the switching process is intermittent, owing to the fact that there is always a reservoir or supply of cars waiting to be unloaded. This is a practical advantage that will be appreciated by the operating officials of railroad companies.

From an American in Italy.

Capt. Edward B. Hitchcock, formerly sec'y of the Illinois Grain Dealers Ass'n, writes from Capri, Italy, giving his impression of the Italian political situation, particularly with regard to Fiume. He says:

No one can be here in Italy at this time and not admit that all of Italy is united in this desire for Fiume. The way the officers and men of the army have been flocking to D'Annunzio's standard, the wild delight when he entered that city and proclaimed its "Italianization," the growing enthusiasm for his cause, the bitterness of attitude on all sides towards any opposition, the feeling against the other allies who may take Fiume away from Italy, above all the feeling against Wilson as the representative of the United States, who has denied Fiume to Italy—all these things point to the truth of the fact that the masses of the people are with D'Annunzio and against the Nitti cabinet, and that "Fiume or Death" is a popular slogan.

D'Annunzio's power and strength have been growing daily, and on this wave of popular enthusiasm his attitude has become more and more determined and more threatening toward those who oppose his methods. The papers have even talked rather casually of the possibility of revolution in Italy, if there is not a satisfactory settlement of the Fiume matter. The Paris edition of the Chicago Tribune stated the other day that "Commandante D'Annunzio" had told an ambassador from the government at Rome that he was prepared to lead an army for the overthrow of the government, unless the Italianization of Fiume were effected by the representative of Italy at Paris.

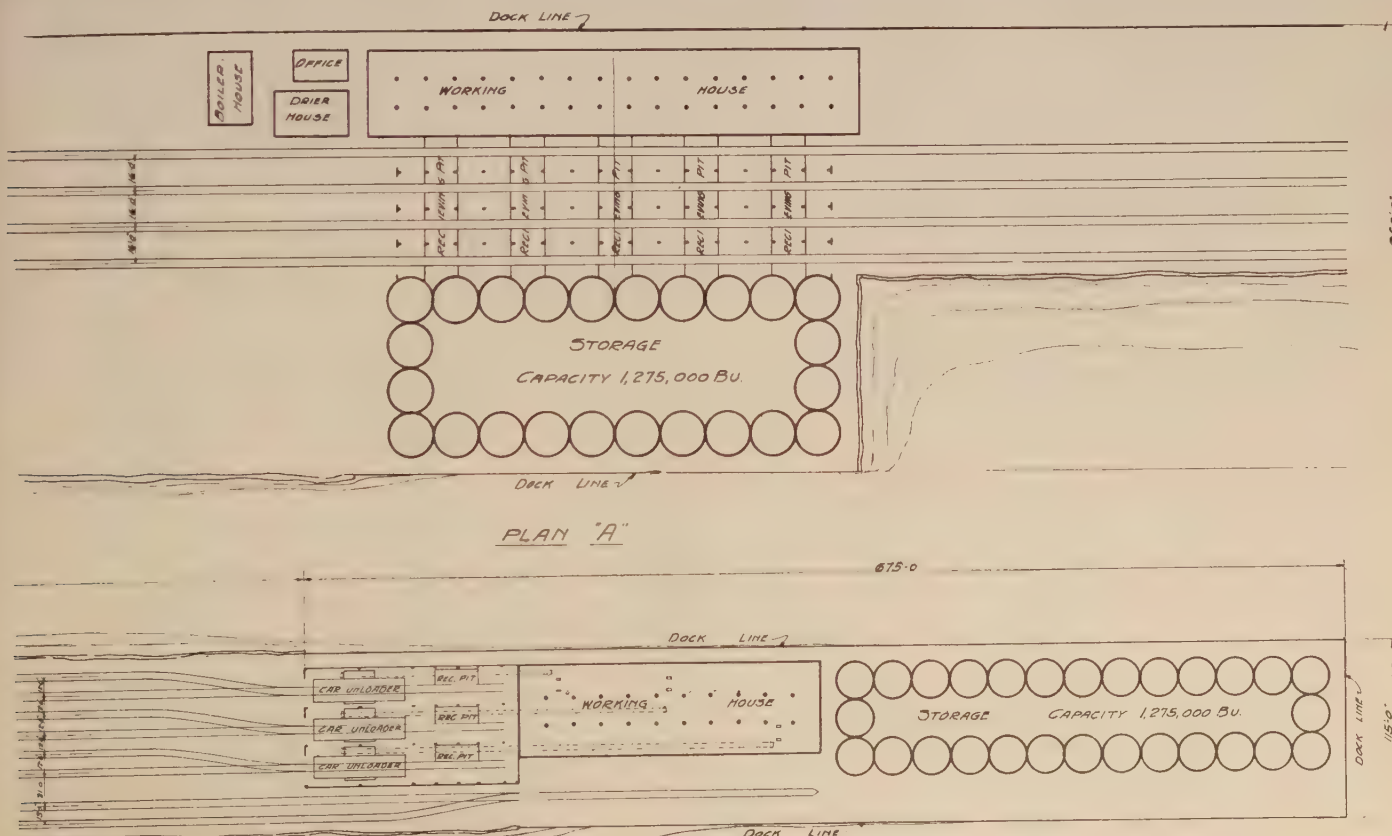
I hold no screen for either side in the controversy; and that I do not even pretend to understand the problem of Fiume in its en-

tirety. I am merely an American in Italy who has been brought face to face with certain facts which may not be generally understood in America, and my sole purpose is to give to thoughtful Americans some conception of what is the actual state of affairs in Italy. Even during this period of press censorship wild rumors are afloat, and it is not my purpose to forecast what may happen over here. Probably by the time this reaches America any slight value that it might have will be negated by new happenings. But, if as a result of this brief review of the matter, some Americans will understand better what all the pother is about over here, so that they may be better prepared for whatever may happen in Italy during the next year, I shall be satisfied.

I said that wild rumors are afloat. On the streets you can hear talk of anything from a revolution to an alliance with the Teutons, from predictions that the government will fall to expression of belief that D'Annunzio will lead a rebel army against Rome, from suggestions of war with the Serbs to the hope that Wilson will be physically incapacitated to resume the presidency so that Marshall may succeed him—and give Fiume to Italy! The fact of the matter is that only the government knows what it is going to do, and the government is saying less than nothing at the moment.

Italy has been unfortunate in one thing, above all others—a lack of adequate propaganda during the war. I know that over in America we did not appreciate Italy's burden during the long years of the bloody conflict. The average American has no conception of the odds that Italy fought against, the brave legions of men that she flung into the arena, the losses that she sustained, the nature of the terrain over which her armies had to fight, her sacrifice of blood and money for the cause. The eyes of the world were not centered on the Italian front as they were on the French, save only during the most spectacular advances or in those tragic moments of disaster, when of a sudden the allied world realized, with Germany, that the war might be won or lost there along the Piave or on the Isonzo. The time must come when due appreciation will be given to Italy for her inestimable contribution toward the abasement of the Hun—for which no Trente, no Trieste, and no Fiume can ever compensate her.

It is an old saying "Where there is much smoke there must be some fire." "Fiume" is quite like the word "fumo," which means "smoke" in Italian. And to use a bit of helpful American slang, Fiume happens to mean the big smoke in European politics at this moment. Fiume involves certain principles and certain ideals which cannot be dismissed arbitrarily by a gesture. D'Annunzio's action has now made that impossible.



Plan A, Typical Arrangement of Terminal Elevator Tracks. Below: Improved Layout of Tracks for Same Capacity. [See facing page.]

Dropping Grain from Cars to Scale Hoppers.

Railroad scale men and officials entrusted with the improvement of weighing facilities and the prevention of grain losses have talked much in behalf of hopper scales so located that grain can be taken direct from cars without any opportunity for a portion being diverted to bins or spilled about the plant.

Some transfer elevators, notably the old Nickel Plate at Chicago, have been so arranged that the hopper scale was built on heavy stone foundation in first story and a short leg provided for elevating the grain from each receiving sink to the hopper of a nearby scale. From the scale hoppers the grain was sent to the loft legs. Such operation gives the weighman full view of the unloading into receiving sink, so it is easy for him to determine to his complete satisfaction when all the grain from car is in the scale hopper.

While such an arrangement may prove satisfactory in a house devoted exclusively to weighing and transferring grain, it is not likely to become popular with operators of elevators designed to do much cleaning, clipping or handling of grain, because so much room is required in the first story to accommodate the large hoppers, and two legs are required to get the grain from the car to the cupola.

In three large mill elevators this problem has been satisfactorily solved by placing steel hoppers of scales under the receiving tracks. In the 2,000,000 bu. reinforced concrete elevator of the Washburn-Crosby Co. at Minneapolis, the tracks were run overhead and the grain dropped into 12 receiving sinks from which the grain was dropped direct into the hoppers of 12 scales. The weighmen in that house are high above the cars, but are able to watch each operation on the receiving track thru windows in the floor.

At Ft. William, Ont., is another installation of this character; the scale hoppers of the Lake of the Woods Milling Co. being placed under the receiving tracks and the grain is dropped direct into the hoppers.

Again at Keewatin, Ont., the large wheat storage elevator of the same milling company has two 1400-bu. hoppers under the tracks, while the beams of the scale are on the same level with the tracks, as is shown in the sec-

tional elevations presented herewith. These steel scale hoppers are 12 ft. square. The entire top of each hopper is open. By means of a number of hopped openings in the bottom the grain is fed onto a 36" rubber belt conveyor and delivered to boot of a loft leg.

These scales, like the ones in the Washburn-Crosby plant in Minneapolis, are supported on solid rock. Each of the three plants, having the receiving tracks over the scale hoppers, is designed so it will handle wheat which is going into consumption. So grain is not loaded out of the elevator, except to be taken by conveyor to a mill.

The undertrack weighing facilities of the Washburn-Crosby Co., which was installed by Jas. Stewart & Co., were fully described and illustrated in the Journal of May 10th, 1917.

The undertrack weighing facilities for the mill elevator at Ft. William and Keewatin, Ont., were designed and installed by the Macdonald Engineering Co.

ARGENTINE CORN and wheat in large shipments have been contracted for within the last few days. Around 375,000 bus. of wheat at \$2.43 to \$2.50 was taken. Chicago grain houses are said to have been buyers of corn futures at Buenos Aires. A large business in oats is said to be expected also.

COL. J. Z. FRAZIER, dominion wheat board's eastern Canada chairman, says Canada's elevators are clogged with wheat and that U. S. prices for No. 1 northern are about 75c per bu. higher than at home. He declares that charges that Canadian farmers would injure Canadian mills by selling in the U. S. are inspired by milling interests.

North Dakota Convention Jan. 13-15.

The Farmers Grain Dealers Ass'n of North Dakota will hold its annual convention at Aberdeen Jan. 13, 14 and 15. At the first evening session W. N. Van Camp, commissioner of insurance of the state, will speak on the topic, "Fire Insurance as Affecting Our Association and State Hail Insurance."

The morning session of the next day will be for managers, when business problems will be discussed.

B. F. Benson, vice-pres. of the Minneapolis Chamber of Commerce, will discuss the topic, "The Terminal End of the Grain Business."

J. W. Shortill will talk on "Auditing as Conducted by the State Ass'n."

Hedging Transactions in Grain Futures.

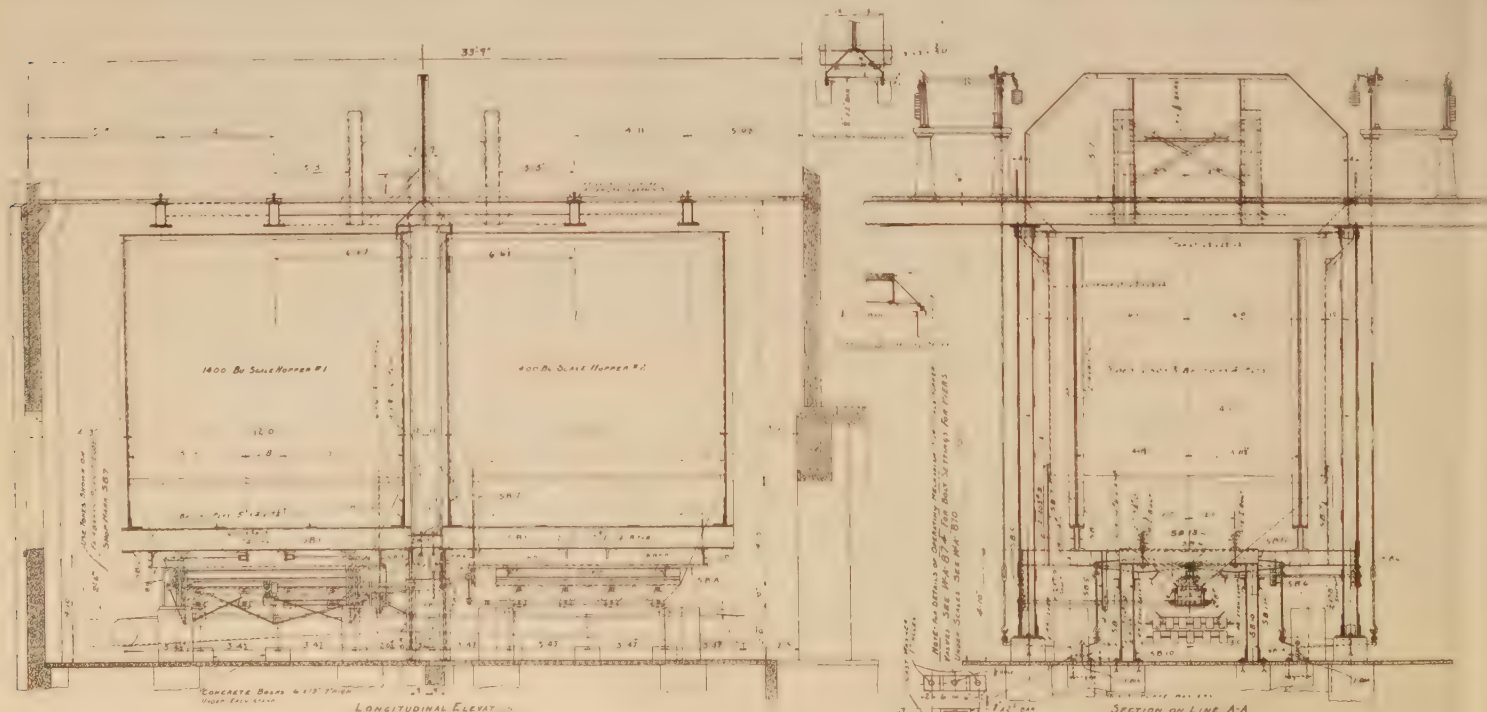
By ROLLIN E. SMITH, CHICAGO,
Author of "Hedging in the Future Markets"

SHIPPERS AT THE DIFFERENT MARKET CENTERS largely use the futures markets for hedging purposes. For example, a shipper at Chicago may have an order for 50,000 bush. of wheat or oats from an exporter at the seaboard, or from a mill dealer in the East. He hasn't the grain, but finds that the bid price is at a satisfactory margin above the current future, therefore he accepts the order and at once buys 50,000 bus. of wheat or oats in the pit for December delivery, say, if it is in the fall.

The shipper now has the transaction closed so far as the eastern dealer is concerned. When the time for shipment arrives, whether in a few days or weeks, the shipper will buy the cash grain; and when he has done so he will at once close out his hedge—sell the future that he bought in the pit.

Here again is an instance of the legitimate use of the futures market for hedging, but where delivery of the grain was not intended. Delivery is not made on the great majority of such transactions, for the reason that it is more convenient to deliver and to take delivery of the grain earlier than the delivery month and to offset the hedge with another pit transaction. The business between the buyer and seller of the grain is usually closed within a few days or weeks at most. Yet the original contract to deliver a certain amount of grain remains open; it has been passed along and someone may demand delivery of the grain from the commission house.

Eastern commission houses are regular users of the futures markets to hedge their sales. That is, a commission house at New York or Baltimore may sell a round lot of oats to an exporter for seaboard delivery three or four weeks hence. The commission house (assuming that it is in the fall) takes the price bid by the exporter and the price of Chicago December oats as the basis on which to work. If it is found that the difference between the two prices will yield a profit to the commission house after allowing for intervening charges, the order from the exporter is accepted and the commission house wires an order to a Chicago Board of Trade house to buy a corresponding amount of "December" oats as a hedge against the sale.



Scale Hoppers Under Receiving Tracks of the Lake of the Woods Milling Co., Keewatin, Ont.

explained in the transactions of hedging by elevator companies, price fluctuations cause no worry to the commission house, for if there is any price change in the December contract, approximately the same fluctuation will follow in the cash oats.

In due time the commission house buys the cash oats somewhere in the West, not necessarily in Chicago, and at once closes out its hedge in the December.

It may not be superfluous to say that the shipper and the eastern commission house in the foregoing illustrations, bought "insurance" when they bought grain futures as a hedge against actual grain to be shipped.

Now the exporter who bought the oats from the eastern commission house doubtless also used the futures market in which to hedge—used it in exactly the same way that the commission house did. That is, he received an offer from Europe for a round lot of oats, and taking the bid price and the Chicago December as a basis, found that a profit could be made after allowing a commission to some house that would deliver the oats at the seaboard. Accordingly the order was accepted and an order wired to Chicago to buy the amount in the futures market. Then when

the transaction was closed with the commission house for actual delivery of the grain, the hedge in Chicago was closed out.

CHICAGO AN INTERNATIONAL MARKET.—The Chicago futures market in normal times is also used for hedging purposes by importers in England and by exporters in Canada and Argentina. Therefore it is international in its scope. Before the war a large business for foreign account was done in the Chicago wheat pit and orders from Liverpool were also cabled to Minneapolis and executed in the futures market there.

Generally speaking, the nature of the foreign business is the same as that for domestic account. It is for hedging against purchases or sales—insurance or protection against loss from price fluctuations. While actual delivery of the grain is not often intended—it would of course be impossible from Argentina—delivery is sometimes demanded by British buyers of futures. In 1916 and early in 1917, British government and other European governments bought such a great volume of wheat futures in Chicago, on which it was intended to demand delivery, that the market became congested. That is, more wheat had been sold than could be delivered. Much wheat

was actually delivered on contracts made in the pit, and this wheat was exported.

A large volume of business in wheat futures for export account, before the war, was usually done at the beginning of new crop seasons—June, July and August. If the price of the September option was low, British importers would buy new wheat heavily for shipment as early as possible. They might themselves buy the September or December future in Chicago, but most of the business was through exporters for the actual wheat, and the exporters protected themselves by buying the futures.

SPECULATION AS A FACTOR IN THE FUTURES MARKET.—We now come to the third class of those who make use of the futures markets, namely, speculators; and these may be divided as follows:

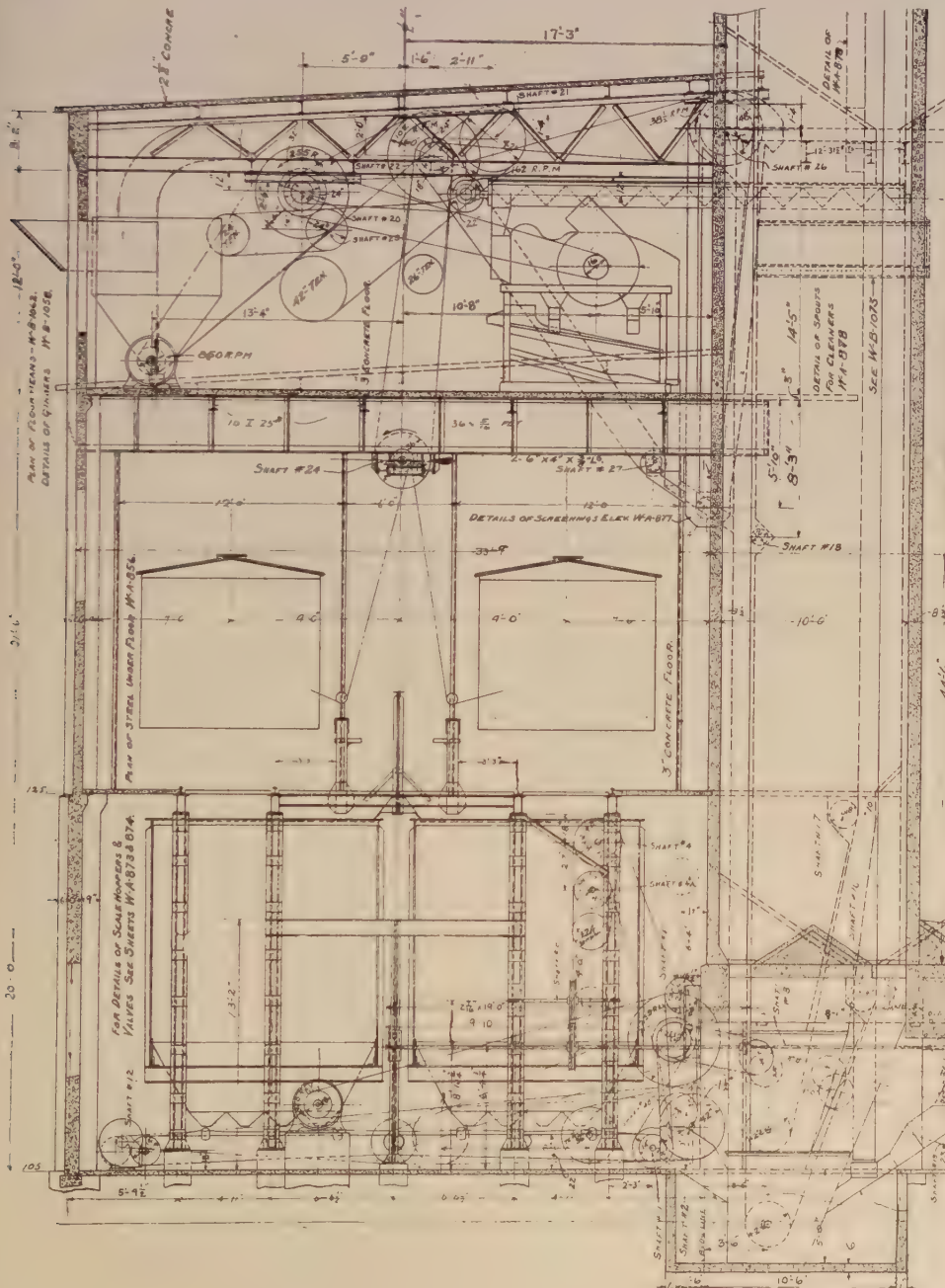
Scalpers, other professional traders or operators, spreaders, and "the public." A brief review of the activities of the operators in this class will give an idea of the influence of speculation on the futures markets, and how interwoven it is in the fabric as a whole.

Speculation, because of its sensational features at times, has advertised that phase of the futures markets, while hedging—the economic or commercial province of the market (so called simply to distinguish it from the speculative), has been thrown into the background. It is undoubtedly a fact that in the public mind, the futures markets are mainly gambling affairs, because the general public never hears of the legitimate market activities, which make up a large part of the transactions. But the reader of this article who has followed the subject to this point must realize that the futures markets serve a very important economic purpose.

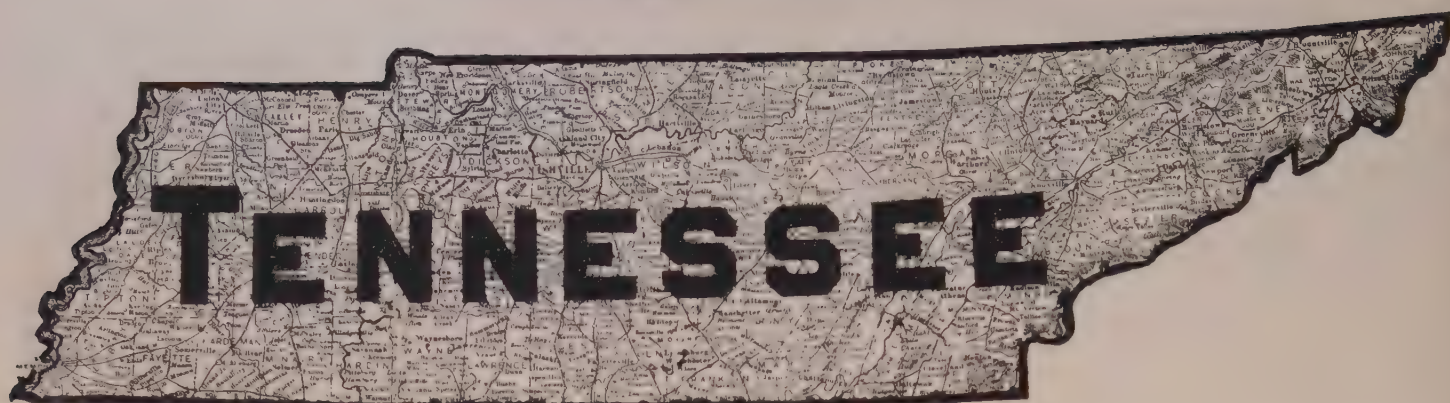
The present system of buying and selling grain, as outlined in the foregoing, and the small price differences between the markets and the producers are due to the ability to hedge purchases and sales in the futures markets. But whether the average price of wheat, corn and oats would be higher or lower over a series of years if there were no futures markets, is a question that would afford a great amount of theoretical argument on each side. There is no parallel instance anywhere in the world. Russia, a great wheat-growing country before the war, had no futures markets, and wheat was relatively much lower on the farm than in the United States or Canada or in any western European country. This was largely due to the crudeness of the grain trade system, or lack of system. The same is true of prices on the farm in Argentina.

PRODUCERS WOULD CARRY THE LOAD.—It must, however, be apparent to anyone who is even superficially familiar with the conditions reviewed up to this point in this article, that if there were no futures markets in the United States, the entire grain trade and the method of selling flour would be on an altogether different basis. One important difference would be that the farmer and not the elevator companies, would carry a large part of the crop until late in the season. Whether the conditions that would prevail would be better or worse than those that obtain under the existing system is not within the province of this article to discuss, nor is it the intention to discuss the merits or demerits of speculation as a whole. A certain amount of speculation is necessary to maintain the present system of futures markets, for without speculation there would not at all times be a sufficient volume of trading to enable the elevator companies and others to place their hedges. Should the farmers carry the bulk of their crops, instead of the terminal elevator companies, they would be speculating as clearly as anyone who buys futures for speculative purposes or who carries unhedged grain for an advance. [Copyrighted.]

[To be Continued.]



Sectional View of Receiving Shed of the Lake of the Woods Milling Co.'s Elevator, Keewatin, Ont.



Agricultural Resources of Tennessee.

By G. L. MORRIS, FIELD AGENT, BUREAU OF CROP ESTIMATES, U. S. DEPART. OF AGRI.

Tennessee being an agricultural state, has possibly a greater variety of agricultural products than any other state in the union. Of all farm crops grown in the United States, Tennessee produces in a more or less degree all but three or four, while in many instances these are grown only for home use, and some to a very limited extent, still it goes to show the possibilities of the State. Most of these crops are or can be grown successfully in a commercial way.

The state is so divided by the Tennessee river in the West and the Cumberland mountains on the East, that three grand divisions, in so far as climate, soils and customs go, are formed.

THE WESTERN division is given up mostly to corn, hay and cotton; cotton being grown extensively in twenty-one counties. Corn is grown in all these counties, but of late years wheat has almost disappeared from most of this section, only four or five counties growing this grain to any extent. Tobacco is grown extensively in three of the northern counties. Sweet potato growing for the market has taken a strong hold in several of these counties and there was something like 1,000 cars for shipment this year. Quite a number of cattle are fed for market in a number of these counties, while Obion county produces more hogs than any other county in the state. Over the most of this territory cotton is looked on as the money crop.

THE CENTRAL division, comprising all the territory between the Tennessee river on the west and the Cumberland mountains on the east, is encircled by what is termed the "Highland Rim" with the "Central Basin," or blue-grass section in the center of the state; almost all kinds of crops known to the farm are grown in this division, the "Rim" counties being especially adapted to fruits; this division produces the greater proportion of the live stock of the state, and all grains are grown.

Until the past few years this division was looked upon as the wheat granary of the state, but high priced land and low yields, has so discouraged the production of this cereal, that the eastern division, now holds this distinction. Cotton is only grown in a few of these counties; several of the northern counties are heavy producers of tobacco, mostly the dark fire cured type.

Williamson county in the center produces possibly one-half of the millet seed grown in the state, and two-thirds of the broom-corn, and in the last three years has developed the growing of turnip seed for the trade, growing more than 150,000 lbs. in 1918, the crop this year was not so large on account of a late freeze in the spring.

Franklin county on the southern border this year harvested 6,000 acres of crimson clover for seed, with a production of about 30,000 bush., four-fifths of the entire crop of the state.

THE EASTERN division being of a more mountainous nature is given to the growing of grains, hay and live stock. All kinds of live stock thrive well in this section, where they find bountiful grazing in the coves, and on many of the mountain sides where there is considerable blue grass. The valleys of this section are very fertile and produce grains of all kinds. About six million pounds of tobacco, mostly burley, is grown here, chiefly in Greene county; while Johnson county, the most extreme eastern county, grows 4,000 of the 5,000 acres of buckwheat in the state.

The year 1919 has been one of extreme hardships on the farmers of the state; handicapped to begin with by a shortage of farm labor, the very wet and late spring curtailed the acreage of many crops and made cultivation difficult, this was followed by a dry summer, still further adding to his troubles.

October and November being very rainy has made the harvesting of corn and other fall crops next to impossible, and considerable damage has resulted.

The preliminary estimated acreage of corn for the state this year is 3,290,000 acres, with a yield of approximately 77,000,000 bus, the heavy late rains have destroyed a part of this and damaged the quality of all in the field.

The preliminary estimated acreage of winter wheat harvested this year is 796,000 acres; in the early spring this crop was exceedingly promising, but a heavy freeze the latter part of April blasted all hopes of a normal yield, the crop being damaged in all parts of the state, and many fields entirely ruined, which resulted in a very low yield.

The oat crop of the state, estimated at 312,000 acres, is used chiefly for hay, or fed in the bundle; possibly not over 25% of the crop is threshed, the yield is estimated at 22 bus. per acre. The acreage of cowpeas which are grown in all parts of the state, mostly for hay and soiling, was considerably reduced; the acreage of soy-beans remained about the same as last season, on account of a very unfavorable season, but a very small part of these crops were saved for the grain. The average yield of buckwheat is 18 bushels per acre; red clover seed 1.6 bushels, with a very small acreage; crimson clover seed 5 bushels, the late April freeze cut heavily into the yield of this crop.

The tobacco crop estimated at 107,000 acres, is one of the best ever grown in the state and will produce in round numbers 85,000,000 pounds, while the cotton crop with a greatly reduced acreage and unfavorable season will fall considerably below a normal in yield.

MOVEMENT of seed grain and farm implements bought by the Russian government in Sweden two years ago to South Russia has begun, after delay on account of the German blockade. The steamer Consul Torse, flying the old Russian flag, left Stockholm Dec. 10 with a cargo of seed grain and 1,200 tons of machinery. Storage and insurance to the amount of \$64,000 were paid by the Baltic bank of Stockholm, which is financing the shipment.

Tennessee's Field Crops.

By J. C. McAMIS AGRONOMIST.

Tennessee grows a great variety of field crops. Of the small grains, wheat occupies the largest acreage. This crop is grown in practically every county to some extent. The centers of production are located in upper East Tennessee, central Middle Tennessee, and the extreme northwest corner of West Tennessee.

Oats probably occupies the next largest acreage, with rye next and barley last. We also grow both winter and spring oats with the acreage in favor of the latter. The common variety of spring oats is Burt, which is largely a local variety.

Rye is gaining in acreage due to the growing practice of sowing it for pasture purposes.

Barley is also gaining in acreage and is being used both for pasture and for grain production for midsummer feeding. A new beardless barley bred by the Experiment Station has been growing rapidly in popularity for the last three years. Probably Blount County leads in the production of this crop.

The state produces a variety of legume crops. Franklin County leads the South in the production of Crimson clover seed, with above 5,000 acres, averaging 7 to 8 bushels per acre. Crimson clover seed is also grown in several other counties of the State. Red clover seed is produced to a limited extent in about the same areas that are mentioned above for wheat production.

The soy bean is grown on most farms of the State and seed for home use is being saved quite generally. Cow peas are grown for the market on some of the lighter types of soil. Peanuts are grown in the western border of Middle Tennessee along the Tennessee river.

The production of German millet has become quite an extensive farm industry in Franklin County. The red cob white corn or Tennessee red cob has been standardized to some degree by Mr. W. H. Neal of Lebanon. His corn has spread over the state in the last five years like wildfire.

The lowest price for wheat in England since the year 1200 was 11 cents per bu. in 1226.

THINK. Few thousand radical miners partially paralyzed the business of the great United States. The miners wanted to work only five days a week and six hours a day. They demanded a sixty per cent advance. They acted like "hold-up" fiends. They struck and returned to work only on a promise of further settlement by a commission. Too much politics. Mikado jumped in at a critical moment and advised granting the enormous demands. He thinks presidential lightning will strike him. Better cater to the general public. Garfield was right. He wanted to prevent any advance in price to the consumers. How long will it take the politicians to realize that increased production and economy are necessary to behead the high cost of living and save our country from an inflated condition? War inflated everything and almost everybody.—C. A. King & Co.

The Memphis Market

When the Memphis Merchants Exchange was organized in 1883, its main objects were to promote uniformity in customs and usages of merchants, to inculcate principles of justice and equity in trade, to facilitate the speedy adjustment of business disputes, to acquire and disseminate valuable commercial information and, to secure the benefits of co-operation in the furtherance of their legitimate pursuits.

The first officers of the body were: John K. Speed, Pres., M. Cooper, Vice-Pres., W. I. Chase, Treas. and E. A. Keeling, Sec'y. To these officers must go the credit of founding and establishing the Memphis Merchants Exchange, which is now one of the most influential commercial bodies in the South. These men have all passed on but have been succeeded from year to year by competent officials, high in the business life of Memphis. In 1890 N. S. Graves was chosen Secretary and until 1918 he competently served in this position, which is probably the most important office of the Exchange requiring much detail work and undivided attention to the Secretarial duties. At his death in 1918 Mr. Graves was succeeded by Walter J. Fransioli, who had long served as Ass't Sec'y. He has carried out the duties of Secretary in a most creditable manner.

At the last annual election, 1919, the following officers were chosen to fill the executive positions for the year: L. B. Lovitt, Pres., L. P. Cook, Vice-Pres., L. C. Humes, Treas., and Walter J. Fransioli, Sec'y. The Board of Directors are: W. E. Holt, A. C. Westervelt, M. M. Bosworth, G. E. Patteson, S. T. Pease, E. E. Buxton, W. C. Early and E. E. Anderson.



L. B. Lovitt, Memphis, Tenn.
Pres. Merchants Exchange.

The Merchants Exchange building, erected by the Merchants Exchange in conjunction with the Cotton Exchange, provides splendid accommodations for both bodies. It is a nineteen story sky-scraper covering a space of 75 by 150 feet, and facing on three streets. The second and third floors of the building are devoted to the Exchange trading rooms and Secretary's office, while the remainder of the building contains over six hundred private offices. The building was completed in 1911 at the cost of \$1,560,000.

The membership of the exchange at its organization numbered 139 and by 1911 had increased to 329. Action was then taken to limit the membership to 300, and when the membership was reduced from 329 to 300 by reason of death or dismissal, it was held at that number. The present waiting list for memberships is large, and ownership of a seat on this 'change is highly esteemed. No grain or hay dealer can secure a membership until his name has first been favorably passed on by the Grain and Hay Ass'n.

The membership holdings of the exchange are classed under five general heads, namely, (1) manufacturers of cotton seed products, (2) brokers in cotton seed products, (3) Grain, hay and feed dealers, feed manufacturers, and corn and wheat millers, (4) grain, hay and feed brokers, and (5) all other active members of the Exchange.

Business Outlook for the Exchange.

Memphis is now the largest mixed feed manufacturing center in the country. Being a large railroad center, Memphis claims to be the gateway to the mixed feed consuming territory of the Southeast, while on the other hand it is admirably located to draw grain from the large grain raising sections of the middle west and southwest. This location, which is served by 12 trunk line railroads and the great Mississippi River, has greatly aided Memphis merchants in developing the feed manufacturing industry.

MEMPHIS ELEVATORS.

	Bin capacity, bus.	Warehouse capacity, (sacked), bus.
International Sugar Feed Co. No. 2	100,000	
John Wade & Sons, Inc.	200,000	150,000
Union Elevator	200,000	50,000
Bluff City Grain Co.	115,000	10,000
Davis & Andrews	100,000	40,000
Stout-Hunt Milling Co.	100,000	50,000
Mississippi Elevator	80,000	10,000
G. E. Patteson & Co.	75,000	75,000
Buckeye Cotton Oil Co.	50,000	20,000
Superior Feed Co.	40,000	50,000
Pease & Dwyer	25,000	125,000
Royal Feed and Milling Co.	25,000	100,000
Sessum Coal & Grain Co.	16,000	30,000
	1,426,000	710,000

Total storage 2,136,000

MIXED FEED.

Figures published by the Sweet Feed Manufacturers Ass'n showed an annual business in mixed feed in Memphis last year of 250,000 tons, amounting to \$12,000,000. The following shows the twelve hour run capacity of Memphis Mixed Feed manufacturers:*

International Sugar Feed Co.	600 tons
John Wade & Sons	600 tons
Royal Feed and Milling Co.	300 tons
Superior Feed Co.	250 tons
Edgar-Morgan Co.	200 tons
G. E. Patteson & Co.	200 tons
Buckeye Cotton Oil	200 tons
Pease & Dwyer Grain Co.	120 tons
Mississippi Elevator Co.	100 tons
Memphis Milling Co.	100 tons
Sessum Coal & Grain Co.	75 tons
Southern Corn Mills	50 tons

Total daily production 2,795 tons

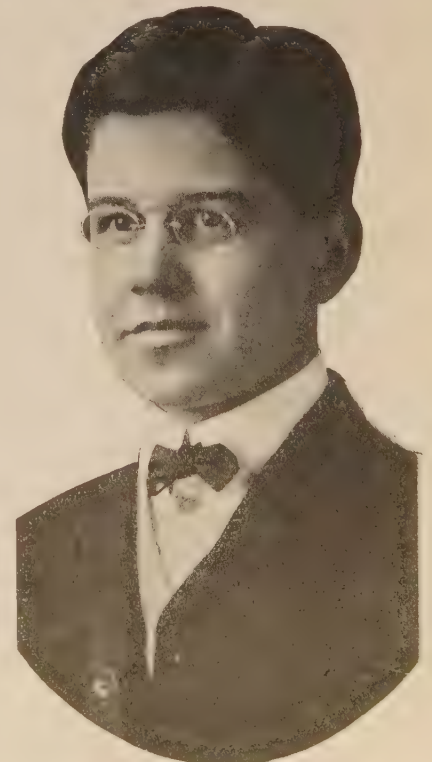
*Includes millfeeds and sweet feeds.



L. P. Cook, Memphis, Tenn.
Vice Pres. Merchants Exchange.

The receipts of wheat, corn and oats has steadily increased since the organization of the Merchants Exchange. A comparison is all that is necessary here to show how Memphis has grown as a grain market. In 1883 the receipts were as follows: wheat, 2,959 bus; corn, 463,647 bus; and oats, 348,780 bus, while the receipts in 1919 to Dec. 1, amounted to, wheat, 633,000 bus; corn, 2,727,600 bus; and oats, 7,216,500 bus. The receipts of hay average 5,000 cars per year.

While the hay and grain trade has its own association composed of those engaged only in that line, the Merchants Exchange is the parent body and the other supplementary. The exchange has provided ample rules and regulations for the trade, has its inspection and traffic departments, and a regularly organized "call board" which has a daily session. The rules are brought as nearly as possible into harmony with the best usages and customs of the country's grain trade, and every endeavor



Walter J. Fransioli, Memphis, Tenn.
Sec'y Merchants Exchange.

is made to see that Memphis occupies her proper place as a distributing center for these important products. Direct wires come right on to the Exchange floor and both telegraph companies have offices on the trading floor.

Inspection Department.

For the past twenty-one years E. R. Gardner has been Chief Grain Inspector and Weighmaster at Memphis. Such a record speaks for itself when we consider the fact that the Chief inspector at any market must produce satisfactory service in order to hold his position. Mr. Gardner worked for the late John K. Speed, first President of the

Memphis Merchants Exchange, for ten years previous to the time he became a licensed inspector. He has ever stood for fairness in grading and absolute impartiality.

In a recent interview, Mr. Gardner said that the Federal Grades as established by the Grain Standards Act are a decided step forward, but that they are still a long way from being perfect. He also spoke of the plan to establish Federal Grades on hay, as practically an impossible task.

As assistants, Mr. Gardner has two licensed inspectors, both of whom have had many years experience in grading. A. B. Gardner, brother of the "Chief", has been a

licensed inspector at Memphis for twelve years, and the other, M. B. Houseal, received his inspection license when the Grain Standards Act was passed. The latter has been an inspector in Memphis for the past seven years. Both these men received their training under E. R. Gardner.

The inspection office and laboratory is located at 822 Florida St. in a building owned by the Hay and Grain Ass'n. Two additional rooms are now being equipped to take care of the increased inspections at Memphis. The laboratory is thoroughly equipped with all necessary apparatus for testing, sampling and grading grain.

JOHN WADE & SONS, INC.

The firm of John Wade & Sons was organized by John Wade and his five sons, on Sept. 1, 1893. At that time the firm operated in a store on Front St. where a small local grain and feed business was conducted. There were many so-called big grain firms then in business in Memphis, but John Wade & Sons out-lived all of them and continues to grow.

John Wade died in April, 1919, and four of his sons, Joseph, Thomas, Martin and Eugene formed a corporation with a paid up capital stock of \$500,000.

The plant of John Wade & Sons consists of a flour mill turning out 600 bbls of wheat flour per day, a corn meal mill with a daily capacity of 750 bbls, and a mixed feed plant producing 1,200 tons in 24 hrs. run. The elevator capacity, both bulk and sacked grain amounts to 250,000 bus, while warehouse No. 2 and No. 3 used for storing hay, will accommodate 400 cars.

The buildings are all of brick and iron construction. The machinery is electrically operated and the equipment used includes all the latest used in flour and feed mills and grain handling plants. The firm deals in all kinds of grain, and hay. It manufactures mixed feeds for horses, mules, cattle, hogs and poultry, as well as putting out several brands of flour.

The firm publishes a weekly letter the size of your own daily paper and contains news items and stories of interest to the grain, hay, flour and feed world. The present officers are: J. J. Wade, Pres.; T. M. Wade, Vice-Pres.; M. F. Wade, 2nd Vice Pres.; E. M. Wade, 3rd Vice-Pres.; E. L. Luibel, 4th Vice-Pres.; and J. G. Metz, Sect'y and Treas.

BLUFF CITY GRAIN COMPANY.

The Bluff City Grain Co. of Binghampton, Tenn., a suburb of Memphis, operates a 115,000 bus iron-clad elevator with six concrete storage tanks.

Three side tracks afford the plant 4,200 feet of gravity trackage. Car pullers are used on all of the side tracks to spot cars by the assistance of the gravity tracks. Double unloading shovels are used and grain reaches the elevator boot by means of a hoppers concrete receiving pit. The receiving leg will elevate 5,000 bus per hour and the shipping leg has a like capacity. The elevating leg from the cleaner has a capacity of 1,500 bus per hr. Two self-registering 60,000 bus. hopper scales, with ganners above do the weighing-in; two automatic weighing and sacking machines in weighing-out. Invincible Separator and Cleaner is used. One 36" conveyor belt above the annex tanks is operated by electric power and equipped with an automatic tripper. A similar belt underneath the annex tanks conveys the grain back to working hours. Grain can be loaded to either of the two side tracks on the south of the plant, while sacked grain can be loaded from the warehouse to either the North or South sidetracks by means of chutes.

The firm deals in corn, oats, rye and shorts, specializing in oats. The elevator was built by the Burrell Eng. and Const. Co. in 1916, the year that the Bluff City Grain Co. was organized. J. W. Jefferson, Mgr., was formerly connected with the Gillette Grain Co. of Nashville.

DAVIS & ANDREWS CO.

The plant of the Davis & Andrews Co. is located on the I. C. tracks and consists of an elevator of 100,000 bus capacity, a warehouse holding 40,000 bus sacked grain and a dry mixed feed plant turning out 200 tons per day.

The elevator is of brick and concrete construction and iron-clad. There are eleven bins and one receiving leg, with ten smaller legs for cleaner, feed mill and loading out. Grain is received from cars direct to a conveyor belt which carries it to the receiving leg boot. From here it is elevated to a Fairbanks Hopper Scale of 100,000 lbs. capacity. The grain is then distributed to the bins, sacking machines, or feed mills. Three portable sacking machines are used and the mill machinery includes complete equipment for manufacturing mixed feed.



Home of the Merchants Exchange, Memphis, Tenn.

The original plant of the Davis & Andrews Co. burned in 1905 after it had been in operation only five years. The elevator was not completely destroyed, however, and after remodeling, a new mill building was erected. Mr. Andrews is one of the pioneer grain men of Memphis, having been interested in the old Memphis Elevator and Warehouse Co., a 500,000 bus plant which burned several years ago. L. A. Biggs is Supt. and Manager of the elevator.

UNION ELEVATOR.

Since the fire which caused the destruction of the Riverside Elevator in October, the Union Elevator is the only Public house in Memphis.

The plant which is located on the Rock Island, Frisco and I. C. tracks, consists of an Elevator, warehouse and mixed feed plant. The mixed feed plant which turns out 200 tons daily is operated privately by the Edgar-Morgan Co. interests. Seven side tracks, give the Union Elevator a handling capacity of 40 cars daily. The elevator is of cribbed iron clad construction and was built in 1901 by Frank Kaucher.

Grain is received in a cement sink which diverts it to the elevator boot. One 84,000-lb. Fairbanks Hopper Scale does the weighing, after the grain is released from the large garner above. Two automatic grain sacking machines are used and an endless chain under the sacking machines conveys the bagged grain to cars. A third sacker and a packer is used for dry mixed feed. Other equipment includes one clipper with 1,500 bus per hour capacity; three Invincible Cleaners, and one Richardson Scale for chick feed. The out-put of the chop mill is 25 tons per day and the molasses storage for the sweet mixed feed plant consists of five tanks, holding a total of ten car-loads of molasses. The plant is equipped throughout with stand pipes for attaching fire hose. Eight electric motors run the elevator machinery.

The elevator is operated by the Union Elevator Co. organized in 1912 by the following: L. P. Cook, pres.; J. B. Edgar, vice-pres.; J. T. Morgan, Sec'y and Treas. A. B. Parker is general manager and elevator superintendent. On Jan. 1, 1920, the operation of the Union Elevator will be taken over by Edgar-Morgan Co.

L. P. COOK

L. P. Cook is Vice-Pres. of the Memphis Merchants Exchange and represents the hay and grain interests of that association. It has been the custom, altho not a set rule, for the members of the Exchange to select a cotton seed dealer for President and a Grain dealer for Vice-Pres., and then the alternating year to elect a grain dealer president and cotton dealer Vice-Pres. So, Mr. Cook's office is the highest office of the year for the grain interests on the Exchange. Since 1910 Mr. Cook has been in the wholesale grain, stock and poultry feed business. For six years previous to 1910 he was associated with the firm of Patten-Hartfield Grain Co. Mr. Cook is now part operator of the Union Elevator, and all of his business is done thru that house, but after Jan. 1, 1920 Mr. Cook plans on erecting an elevator of his own.

MERCHANTS' WAREHOUSE.

Since the fire in 1917, which destroyed the

Merchants Elevator and warehouse operated by J. B. Horton & Co., that firm has been operating thru a 40,000 bus warehouse on the Frisco tracks. J. B. Horton, who has been a Major in the U. S. Infantry for two years, returned last October to resume the management of his grain business. The firm, however, continued to do business at the Merchants Warehouse during the absence of Mr. Horton.

In 1907 McCord & Horton operated the Merchants Elevator and Warehouse. In 1909 Mr. McCord retired and since that time the style of the firm has been J. B. Horton & Co.

The erection of a new elevator in 1920 is planned, the present warehouse proving insufficient to handle the business. Specializing on oats and seed oats, J. B. Horton & Co. do a large receiving and shipping business in wholesale grain. The warehouse is of brick construction and equipped with sacking facilities.

U. S. FEED COMPANY.

The U. S. Feed Company deals in grain, hay, feed, flour and seeds, doing a general buying and selling business. It specializes on its own brand of mixed feed, manufactured by a local feed mixing plant for its exclusive distribution. All grain received by this firm is handled thru the Union Elevator. S. E. Rison is President and General Manager.

CLARK, BURKLE & CO.

Sim F. Clark and J. G. Burkle organized the firm of Clark, Burkle & Co. in 1907. For two years all their grain was handled thru public elevators, until they built their own warehouse where more than 50,000 bus of sacked grain may be stored.

Mr. Clark has been in the grain business for 20 years, having been previously connected with the Memphis firm of R. S. Taylor Grain Co.

SUPERIOR FEED CO.

The plant of the Superior Feed Co., located on the Frisco tracks, is of iron clad construction and consists of a 40,000 bus elevator, a mixed feed mill of 250 tons daily capacity, and a warehouse accommodating 50 cars.

This firm does a general grain business and manufactures eleven grades of horse feed, six dairy feeds, five poultry feeds and one hog feed. The machinery used in the mill includes a N. & M. mill and Gauntt and Draver feeders. G. E. Motors are being installed to replace the oil engine.

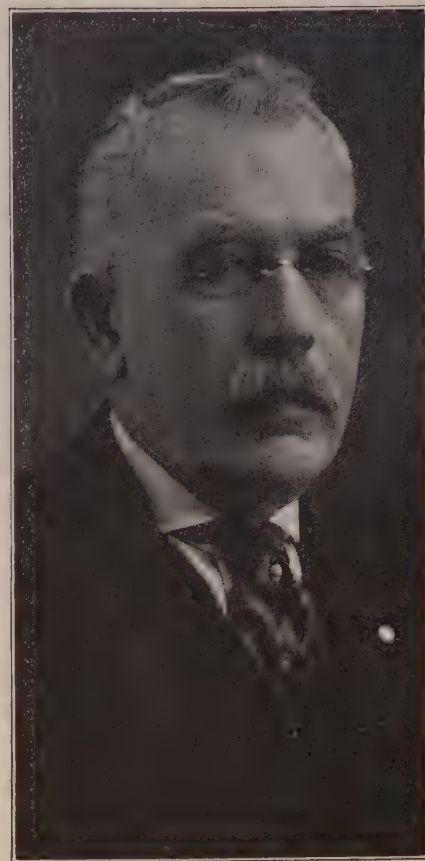
In 1911 when the Superior Feed Co.'s plant was built it had a daily mixed feed capacity of only 40 tons. The capacity has been raised yearly, by adding new equipment until the output has reached 250 tons per day.

The officers of the firm are: P. J. Shouven, Pres., F. X. Murphy, Treas. and Gen. Mgr.

MISSISSIPPI ELEVATOR CO.

The plant of the Mississippi Elevator Co. consists of an elevator of 30,000 bus capacity and two 40,000 bus storage tanks, a mixed feed plant manufacturing 100 tons daily, one shelling plant with two shellers, one Hess Corn Drier, three warehouses for storing sacked feed and grain, a retail store, office building and individual power plant.

The location on the I. C., L. & N., N. C. & St. L. and Y. & M. V. railroads gives the Mis-



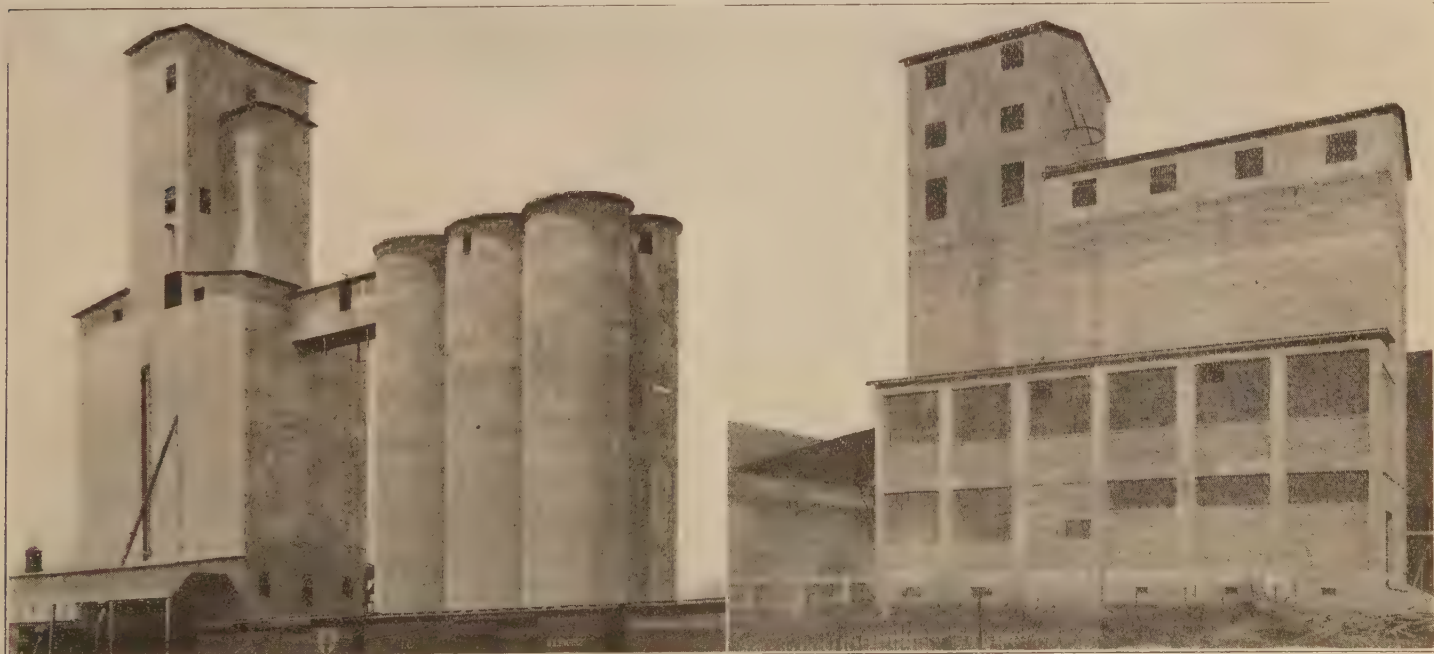
J. K. Nessly, Memphis, Tenn.
Pres. Memphis Hay & Grain Ass'n.

issippi Elevator unusual rail facilities. They handle all kinds of grain, shell and recondition corn and manufacture a full line of commercial feeds.

This elevator was formerly operated by Trenholm-Kolp, but a new organization was formed to take over the elevator on March 1, 1919. The officers of the Mississippi Elevator Co. are W. P. Battle, Pres.; J. M. Trenholm, Vice-Pres.; Robt. Ruffin, Sec'y and J. W. Sykes, Manager of Feed Dept.

H. J. HASENWINKLE CO.

The Hasenwinkle Grain Co. has been connected with the grain trade for sixty years. The firm operated in Illinois for many years, and the firm of H. J. Hasenwinkle has been in Memphis for fifteen years. A stock company was organized with the following officers: E. S. Shearer, Cullum, Ill., Pres.; A.



Bluff City Grain Co.'s Elevator and Buckeye Mixed Feed Plant, Memphis.



E. R. Gardner, Memphis, Tenn.
Chief Grain Inspector.

V. S. Lloyd, Bloomington, Treas., and H. J. Hasenwinkle, Sec'y and Manager.

The firm engages in a general commission business in all grain, but specializes on consignments of oats and corn.

DENYVEN & CO.

Denyven & Co., brokerage and commission firm for grain, hay and mill feeds, have been in the business at Memphis for 21 years. Mr. Denyven is a member of the Memphis Merchants Exchange.

MEMPHIS PORT FOR OCEANIC TRADE.

Beginning Jan. 1, 1920, after the completion of the docks, storage tanks and warehouses now being constructed on the banks of the Mississippi River, Memphis will engage in a molasses importing business from Cuba and will return grain and mixed feed to that country in the same boats that deliver the molasses.

The plans of the Sugar Products Co. of New York to carry out this importing and exporting business are nearing completion and J. L. Nessly Co. will be in charge of the Memphis end of the business. This will be the first ocean-going freight ever landed as far up the Mississippi River as Memphis. A cleaning system for the boats has been devised which by means of steam will clean and dry the storage tanks of the boats in twelve hours and have them ready to receive grain for the return trip to Cuba. A fleet of fifteen boats, some self-propelled and some flat tow-boats, is ready to deliver the first shipment of Cuban blackstrap molasses.

One large tank is almost completed, which will hold 750,000 gallons. It will be filled by means of a 12" pipe line from the water's edge to the tanks, a special molasses pump being used. This pump can load a tank-car in twenty minutes.

The warehouse and tanks will be of reinforced concrete and located on the Frisco track, far enough from the edge of the river to prevent damage by high water. Eight cars can be loaded at one time along the east side of the warehouse. A second molasses tank will be added as soon as the business gets under way. The molasses received in Memphis will be distributed by J. L. Nessly Co. to practically all sections of the country except the South. Mr. Nessly has been in business in Memphis for six years and specialized on alfalfa meal, representing 40 alfalfa mills in Kansas, Oklahoma and Colorado. Mr. Nessly's son, H. L. Nessly, is associated with him.

ROYAL FEED AND MILLING CO.

The Royal Feed and Milling Co. operates three feed manufacturing plants, one in Memphis, one at Jackson, Miss., and one in New Orleans. This firm specializes in the production of feed for oxen, having made a careful analysis of the peculiar needs of the oxen with respect to balanced rations.

The firm built its first mill at Jackson, Miss., where the first year's out-put amounted to only 1,000 tons, while the out-put this year will reach 60,000 tons. In 1917 the firm took over the property of the Louisville Soap Factory in Memphis, remodelled the building, and installed modern feed grinding machinery. The third mill is just being completed at New Orleans, and will manufacture mixed feeds for Gulf States, East coast and export to South American countries, Porto Rico and Cuba. The Jackson mill produces nothing but oxen feed and caters to the Louisiana, Arkansas and Alabama saw mill districts.

The Memphis plant is located on the joint tracks of the Frisco and the Missouri Pacific railroads and consists of an elevator holding 25,000 bus. a feed mill grinding 300 tons per day and two warehouses of 50 cars capacity each. The buildings are all of frame construction, partially iron-clad and equipped with an automatic sprinkling system and dust collectors. The elevator and mill are completely equipped with modern grain handling and feed mixing machinery.

The organizer, general manager and President of the firm is W. R. Smith-Vaniz, G. W. Covington of Hazelhurst, Miss., is Vice-Pres. H. L. McGeorge is Sec'y and gen. sales manager at Memphis, T. D. Case is Treas. and manager of the New Orleans Mill, and M. J. Browning is manager of the Jackson, Miss. mill and Ass't Sec'y and Treas. of the company.

INTERNATIONAL SUGAR FEED CO.

Plant Number 2 of the International Sugar Feed Co., is located in New South Memphis and represents an investment of \$500,000. The elevator which is of reinforced concrete and steel construction throughout, has a total bin capacity of 400,000 bus. The feed manufacturing plant is divided into three distinct units each of 200 tons daily capacity. One unit is devoted to the manufacture of sweet feed, one to poultry feeds and the other to dry dairy and hog feeds. All feeds manufactured at this plant are shipped direct from sacking machines, which does away with storing. A warehouse is provided, however, for storing alfalfa previous to mixing and grinding.

The plant is equipped with Richardson Automatic packing and sacking machines, Fairbanks-Morse track scales and three complete sets of feed grinding machinery.

The International Sugar Feed Co., specializes on high concentrate dairy, hog and poultry feed and alfalfa feed for horses and mules. The Memphis plant does a \$5,000,000 business shipping to the Southeast and Southwest and exporting to five foreign countries. W. A. Hall is in charge of the Southern business and has 35 men covering that territory from the Memphis office.

Besides their manufacturing plant in

Memphis, a research and experimental laboratory and farm is conducted under the supervision of J. E. Halligan, where experimental feeding of cattle, hogs and poultry is done.

LEE D. JONES.

Red Rust Poof oats is Lee D. Jones' specialty. He is a dealer and commission merchant in grain, hay and mill products. Mr. Jones has been in the grain business since he resigned as manager of the grain department of Shanks, Philips & Co., in 1904. Until five years ago, Lee Jones was strictly a broker, but now is a commission merchant, receiver and shipper.

PEASE & DWYER ELEVATOR.

The elevator of the Pease & Dwyer Grain Co. was built fifteen years ago and rebuilt in 1910. The bulk bin capacity is now 25,000 bus. while the warehouse recently added to the plant will hold 125,000 bus of sacked grain.

The elevator has three side tracks from the main line of the Frisco and I. C. and eighteen cars can be set on the side tracks for handling. The elevator is equipped with Huntley Cleaner, Cyclone Dust Collectors, four-ton Williams alfalfa mill, four sets of Richardson automatic Sackers, 42,000-lb. Howe Hopper Scale, Western Line and N. & M. Feed Mixing Mills.

Besides doing a general grain receiving business, Pease & Dwyer manufacture 125,000 tons of mixed feed daily. The members of the firm are J. O. Dwyer, J. T. Pease and W. H. Dwyer.

WALTER M. BROWNE.

Walter M. Browne, better known on 'change as "Brownie," has been a broker at Memphis for 4 years selling grain, hay, feeds and flour. He had two years previous connection with a Memphis grain firm.

MEMPHIS MILLING CO. AND SOUTHERN CORN MILLS.

The Memphis Milling Co. and the Southern Corn Mills are two separate corporations under the same management. Harry Webb is president and general manager of both con-



Two Important Grain Handling Plants of Memphis.



Plant of the Mississippi Elevator Co., at Memphis, Tenn.

cerns. The other officers of the Memphis Milling Co. Elizabeth Webb is secretary of the Memphis Milling Co., while the other officers of the Southern Corn Mills are H. P. Simmons, vice-president and Fenton R. Albright, secretary.

The Memphis Milling Co. turns out 100 tons of mixed feed per day. An elevator and warehouse is built in connection with the mill, with a bin capacity of 10,000 bus. The warehouse will hold a like amount of grain in sacks, but is generally used for storing sacked feed.

The Southern Corn Mills have a daily output of 250 bbls. of corn meal and 50 tons of mixed feed.

The plant consists of seven iron clad buildings located on the Union Belt Lines, and was built by Harry Webb, who was formerly a mining engineer and builder. The feed mixing machinery, as well as the buildings, were designed and constructed by Mr. Webb. The plant is electrically operated by seven motors, having a total of 150 h. p., and a kiln drier is operated for boiling molasses. Storage tanks for molasses will hold 20,000 gallons.

The Memphis Milling Co.'s plant was built in 1913 and the Southern Corn Mills added in 1917.

SESSUM COAL AND GRAIN CO.

The Sessum Coal and Grain Co. establishment on Central Ave., East Memphis, comprises a 16,000 bus elevator, two warehouses, a feed manufacturing plant just being completed and a coal yard. The feed plant will be ready to turn out 75 tons of horse, dairy or hen feed on Jan. 1, 1920. The elevator which is an iron-clad, electrically operated plant was recently opened for operation and is located on the Memphis Union Belt Line where it is served by all roads entering Memphis. The firm has been grain receivers and shippers for six years and will shortly start manufacturing mixed feed.

EMBRY E. ANDERSON ELEVATOR.

Embry E. Anderson, wholesale dealer in grain, hay and field seeds, operates a 15,000 bus elevator on the I. C., Y. & M. V., Frisco, L. & N. and N. C. & St. L. tracks where he specializes on ear corn and red oats. Mr. Anderson draws grain from the North and West and distributes it mostly to the Southeastern trade. The firm was established in 1900 and Mr. Anderson is the owner and manager.

L. B. LOVITT & CO.

Mr. L. B. Lovitt is the president of the Memphis Merchants Exchange and represents the Cotton and Cotton Seed interests of that organization. He was elected to the presidency in January, 1919, having served one year as vice-president.

L. B. Lovitt & Co. are dealers in cotton seed and peanut products and cater to the feed manufacturers of the country. The Dallas, Tex., office of L. B. Lovitt & Co., is under the management of S. E. Hunley.

SCRUGGS-ROBINSON CO.

C. G. Robinson entered into partnership with Mr. Scruggs in the brokerage business in 1902. Ten years later Mr. Robinson bought out the interests of Scruggs and has since been sole owner of the business which covers brokerage in grain, hay and mill feed. Mr. Robinson also does a consignment business.

FARABEE & HAMNER CO.

Farabee and Hamner do a general receiving and shipping business at their warehouse on the I. C. and Y. & M. V. R. R. han-

dling hay, grain, mill feed, cow peas and cotton seed products. The firm has been in business for three years. G. J. Hamner was formerly with Robinson-Hamner Grain Co., Memphis. Their warehouse will hold fifteen car loads of sacked grain.

JOHN T. LEONARD & SONS.

The Memphis branch of John T. Leonard & Sons is under the management of W. F. Proctor, associated with E. C. Merton, who is in charge of the flour and feed department. The firm is planning the erection of a warehouse for storing feed and flour. It does a general brokerage business in hay, grain, flour and feed and wholesale groceries. This firm represents the Sperry Flour Co. of San Francisco, and sells raw products to mixed feed manufacturers.

STOUT-HUNT MILLING CO.

The Stout Hunt Milling Co. succeeded the Yates & Donelson Milling Co. in the operation of its mill in November, 1919. Five new Allis-Chalmers Motors have been installed. The mill has been completely re-floored and new milling machinery put in. The improvements are about completed and the mill is prepared to place 400 bbls of flour on the market daily. The elevator built in connection with the mill, has a bulk bin capacity of 100,000 bus of wheat. The plant is thoroughly equipped with modern grain handling and milling machinery.

C. B. Stout, Pres., and General Manager was formerly in the wholesale flour business at Memphis, while M. W. Hunt, Vice-Pres., was previously connected with the Portland Flouring Mills Co. of Portland, Ore.

RIVERSIDE ELEVATOR AND WAREHOUSE.

The plant of the Riverside Elevator and Warehouse was completely destroyed by fire in October. The Elevator had been operated as a public storage house, and after its de-

struction the need for another public house was badly felt in Memphis. The manager of the Riverside Elevator, Mr. Halbert, has been negotiating with several parties, and expects to commence work on a 150,000 bushel public storage elevator shortly.

PATTESON ELEVATOR AND FEED MILL.

The Patteson Elevator will carry a total storage of 95,000 bus of grain. The plant includes an elevator and warehouse, a feed mill manufacturing 200 tons of feed daily, a corn husking and shelling plant and a cotton seed meal cake grinding mill. The plant is located on the Union Belt lines, having 200 feet on each of its two side-tracks.

Grain is received direct to a 36" conveyor belt running under both side tracks and conveying the grain to the elevator boot. The grain is elevated by a double set of V-cups both operating in same receiving leg. Fairbanks Track Scales are used and a Fairbanks Hopper Scale in the elevator cupola checks weights. The elevator, as well as the mill and warehouse is of iron-clad construction and equipped thruout with sprinkling system. The machinery is operated by electric motors with a total of 550 h. p.

The mixed feed plant has ten bins of crib construction and a corn drier in connection. Gauntt and Drayer feeders are used over the mills and three molasses storage tanks with a total of 145,000 gallons capacity are conveniently located for use in mixing sweet feeds. The plant is equipped with two hay grinding mills where they grind their own alfalfa meal. This firm buys much molasses in Cuba and ships mixed feed containing the same molasses back to that country.

Patteson & Niswonger operated the Patteson Elevator from 1905 until 1907 when Mr. Niswonger moved to Omaha. J. R. Peltter and S. M. Peltter were taken into the firm, but both were bought out last year by Mr. Patteson who is now the sole owner and manager.

J. E. TATE & CO.

Grain and hay dealers and handlers of wholesale flour and meal, J. E. Tate & Co. operate a three-story and basement warehouse on Front st. Mr. Tate has been in the grain business for forty years, starting in the grain trade with W. J. Chase, first Treasurer and one of the organizers of the Memphis Merchants Exchange. Mr. Tate had eighteen years experience with W. J. Chase & Co. At the death of Mr. Chase in 1907 Mr. Tate succeeded him with the firm of J. E. Tate & Co.

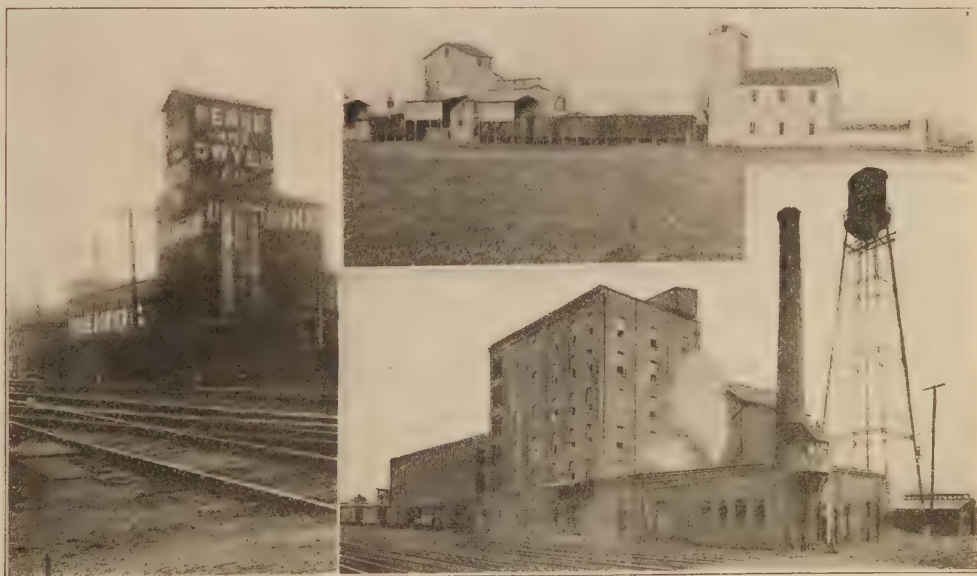
T. B. JONES & CO.

The firm of Moon-Jones was organized in 1884, but in 1891 Mr. Jones bought out the interests of Mr. Moon. For three years from 1915 to 1918 the firm was styled Jones & Rogers. The present partnership was formed Sept. 1, 1918, taking over the interests of Mr. Rogers. The firm does a wholesale grain shipping and receiving business operating thru their own warehouse on the I. C. and Y. & M. V. tracks. The present partners of the firm are T. B. Jones, E. M. Lawrence and A. D. Taylor.

E. E. BUXTON.

Mr. Buxton has been a grain broker in Memphis for the past seventeen years. His firm operates on a strictly brokerage and commission basis and does not deal in grain for its own account. Mr. Buxton is a director of the Memphis Merchants Exchange

Four Grain Handling Plants of Memphis.



At Left, Pease & Dwyer Elevator and Warehouse. Above, Plants of Memphis Milling Co. and Southern Corn Mills. Below, Stout-Hunt Milling Co.'s Plant.

and a member of the Chicago Board of Trade.

OTHER MEMPHIS GRAIN FIRMS.

Marks & Anderson, located in Covington, Ky., for five years, moved to Memphis on Nov. 1, 1919, to engage in a wholesale grain, hay and millfeed business. L. P. Anderson was a partner in the firm of Anderson Bros. previous to the organization of Marks & Anderson. E. W. Marks has held a membership on the Memphis Merchants Exchange for many years.

The Memphis office of the Cereal By-products Co., of St. Louis, buyers and sellers of everything for mixed feeds, is under the management of E. W. Sommer with offices in the Central Bank Bldg.

The National Brokerage Co. managed by L. C. Kavanaugh with offices in the Falls building caters to mixed feed manufacturers and feed distributors, selling them raw materials and also selling their finished products.

J. D. Mayes, formerly with the Halliday Milling Co., conducts a brokerage firm dealing in grain, hay and millfeeds.

The Buckeye Cotton Oil Co., manufacturers of Cotton Seed Products, have a mixed feed department turning out 300 tons daily of mixed feed, using grain, molasses, alfalfa meal and cotton seed meal. W. D. Burdine is in charge of the feed department and V. R. Lisman is Ass't Manager. The elevator capacity of the mixed feed plant is 40,000 bus.

Roberts Grain Co., successors to Roberts & Hamner, operate a 15,000 bus warehouse on the Memphis Union Belt Line. Mr. Roberts has been connected with the grain trade of Memphis for eleven years.

W. P. Brown has been a grain dealer in Memphis for twenty-six years. For many years he was connected with John K. Speed. In 1903 W. P. Brown & Co., succeeded to the business of Jno. K. Speed & Co.

MEMPHIS SEED FIRMS.

Forty-one years in the Seed business at Memphis. That is the record of Otto Schwill & Co., wholesale dealers in field and garden seeds. Otto Schwill retired from the firm one year ago, the present officers being: John Ross, Pres.; Louis Burchart, Vice-Pres.; Carl A. Haid, Vice-Pres., and Jacob F. Haid, Sec'y and Treas.

J. T. Russell and Chas. E. Heckle are the owners of the Russell-Heckle Seed Co., dealers in field, garden, flower and plant seeds. L. F. Young is Sales Manager and Gillman Harris, Traffic Mgr.

Tucker-Mosby Seed Co. operate a four-story and basement warehouse equipped with clipper cleaner and corn sheller and shucking machinery for preparing corn for seed. Other commodities handled are alfalfa, clover and grass seed. The firm is composed of O. F. Tucker and J. L. Mosley, in business at Memphis eleven years.

The House of Representatives has passed the Fordney bill to prevent foreign manufacturers from flooding the market with low priced goods. The Sec'y of the Treasury would be authorized to appoint agents to look over the books of exporters in order to get the prices of merchandise abroad.



Elevator of John Wade & Sons, Memphis, Tenn.

Meat Producers Quitting.

More grain may be expected on the market as the result of conditions reported officially by the Kansas State Board of Agriculture Dec. 18. Much grain that was kept on the farm to be fed will be shipped out and there will be a diminished demand from feeders for corn. This tendency carried to a logical conclusion will bring about a large surplus in the terminal markets and a resumption of corn exports as in former years. The Kansas Board says:

Meat-making has had a severe backset in Kansas this season, and it appears that many farmers are curtailing operations.

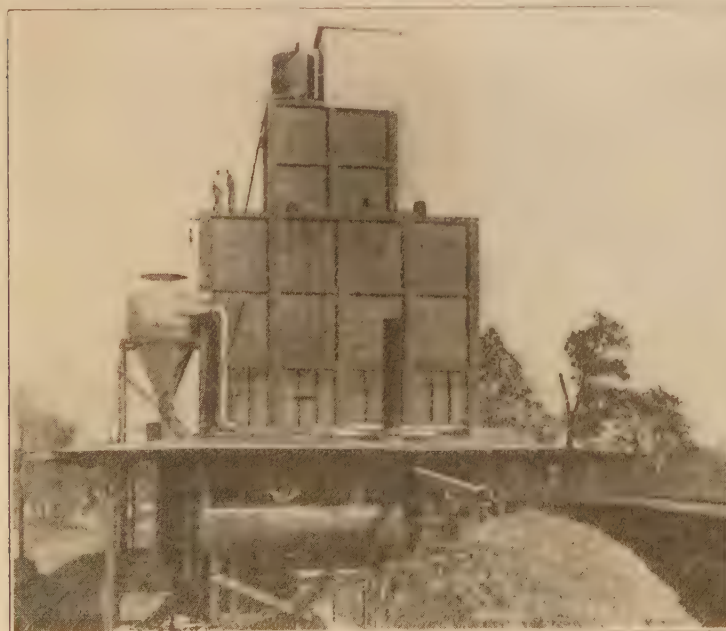
A canvass by the State Board of Agriculture in the latter part of November of the cattle and hog situation reveals that stock has been sold off so extensively that there are now fewer cattle and hogs on the farms than was the case on March 1 last. Beef cattle are less by 12 per cent, and only about 76 per cent of the usual number of cattle will be grain fattened the coming winter.

Not a single county of any considerable importance in beef-making reports anywhere

near a normal number of cattle to be grain-fattened, although six or seven counties in the northwestern part of the state, where the corn crop turned out fairly well, have from two to seven per cent more stock on their farms now than on March 1. The state's cattle population March 1, last, was about 340,000 more than the average for the ten years ending March 1, 1918.

Data gathered concerning pork production indicate that the state's hog business is sadly demoralized. While the Kansas hog raisers did patriotically respond to the country's call for more pork, a combination of poor corn crops, high prices for feed, and unfavorable markets, entailed such heavy losses that today the swine industry in Kansas is perhaps at its lowest ebb since the early '80s.

LOUISVILLE, Ky.—Plans for the manufacture of malt sugar are being made by the Fehr Products Co., successor of the Frank Fehr Brewing Co. The company has been incorporated with a capital stock of \$10,000 by Andrew Fehr, Desha H. Harris and Harry M. Brennan.



Embry E. Anderson's Feed Plant and the Large Plant of the International Sugar Feed Co., Memphis, Tenn.

The Nashville Market

Realizing that close cooperation was needed in matters of common interest to the grain trade, the grain dealers of Nashville, headed by the late Byrd Douglas, called the first meeting of the grain dealers of that city to organize an association for the promotion of the grain trade of the city by concerted effort. The first meeting in 1903 resulted in the unanimous decision to establish a Grain Exchange, and thirty firms subscribed the necessary funds to launch the project. An inspection department was established, a traffic bureau formed and various committees appointed.

Byrd Douglas was elected the first president and W. R. Cornelius the first Secretary. Mr. Douglas was reelected each consecutive year until his death in 1911 and Mr. Cornelius served until 1914.

Mr. E. M. Kelly succeeded Mr. Douglas as President, and he still holds that office. In 1914 John C. Bennett was elected Secretary, and is still serving in that capacity.

Much permanent good was derived from the banding together of the Nashville grain dealers. The organization has continued to grow, regardless of two or three threatening periods when the grain interests of the city were imperiled.

In the early days of the organization it was customary to hold an annual banquet for the members and their friends. On these occasions many grain men from all parts of the United States were present. Besides the grain men, railroad and newspaper representatives also were guests of the hospitable Nashville dealers.

The first offices of the Exchange in the Old Commercial club consisted of four rooms, including the trading floor, Secretary's office, lounging room and inspection department. Three years ago the Grain Exchange was moved to the New Commercial Club and is

still there. Talk of building a special structure for the Exchange has been brought up at the annual meeting repeatedly, but the present quarters are so convenient most of the members are satisfied.

The aim of the Grain Exchange has been



E. M. Kelly, Nashville, Tenn.
Pres. Grain Exchange.

to establish an Inspection Department that will hold a national reputation for unbiased, careful and accurate grading and in this it has succeeded. The department is completely equipped with the latest grain testing apparatus and the man at the head of the department, J. T. Roberts, is one whose years of experience have made him an authority on the subject of grain grading. Mr. Roberts has been Chief Inspector and Weighmaster since the Nashville Grain Exchange was organized. Prior to that he was with the Nashville Warehouse & Elevator Co.

The shipments of oats from Nashville are largely in sacks as is also a smaller amount of shelled corn. Nashville, therefore, is a sacking market and probably sacks out more oats than any other inland market. For this reason most of the grain handling plants are equipped with automatic bagging machinery. Following is a list of the elevators and warehouses:

	Bulk bin capacity.	Warehouse capacity.
Hermitage Elevator	500,000	100,000
Nashville Elevator and Whse..	500,000	250,000
Steel Elevator	500,000	200,000
Liberty Mills	250,000	70,000
J. R. Hale & Sons (2 elevators.)	180,000	220,000
Terminal Elevator	65,000	30,000
Just Mill, No. 1 and No. 2...	62,000	25,000
Capitol Elevator	50,000	100,000
Rex Mill	40,000	175,000
A. J. & O. L. Jones Mill & El.	30,000	60,000
Union Elevator	55,000	100,000
River & Rail Elevator & Whse.	24,000	125,000
Commercial Elevator	20,000	50,000
Tennessee Grain Co.	25,000	200,000
Dixie Elevator	12,000	10,000
Dorris Mills	10,000	40,000
East Side Elevator	5,000	50,000
Singer Whse.	3,000	12,000
Harsh Whse.	1,000	70,000
Chestnut Whse.		100,000
Tyner Whse.		15,000
Cornelius Whse.		75,000
Daugherty-Vincent Whse....		100,000
R. H. Worke & Co.		25,000
H. L. Daniel Co.		80,000
Total bin capacity	2,280,000	
Total warehouse capacity ..		2,217,000

Total storage capacity.....4,497,000

(The above list does not include eight warehouses catering to local and retail trade.)

Daily production of feedingstuffs in Nashville, Tenn.:

Just Mills	300 tons
J. H. Wilkes & Co.	200 tons
Rex Mill	150 tons
Liberty Mills	150 tons

Total

800 tons
Nashville has four wheat grinding flour mills and nine plants that do not grind wheat, but are known as flour mixers, or blenders and manufacturers of self-rising flour. The following are wheat grinding mills:

Liberty Mills	4,000 bbls.
J. A. & O. L. Jones Mill.....	250 bbls.
Mero. Mills	100 bbls.
Dorris Mill. Co.	85 bbls.

The flour blenders are:

Ford Flour Co.	4,000 bbls.
Nashville Roller Mills.....	3,000 bbls.
J. H. Wilkes & Co.	2,000 bbls.
Cherokee Mills	1,500 bbls.
Royal Mill. Co.	800 bbls.
Holt Mill. Co.	800 bbls.
Dorris Mill. Co.	600 bbls.
State Mill. Co.	500 bbls.
England Mill. Co.	300 bbls.
Mero Mills	200 bbls.

Total

11,700 bbls.
E. M. Kelly, President Nashville Grain Exchange.

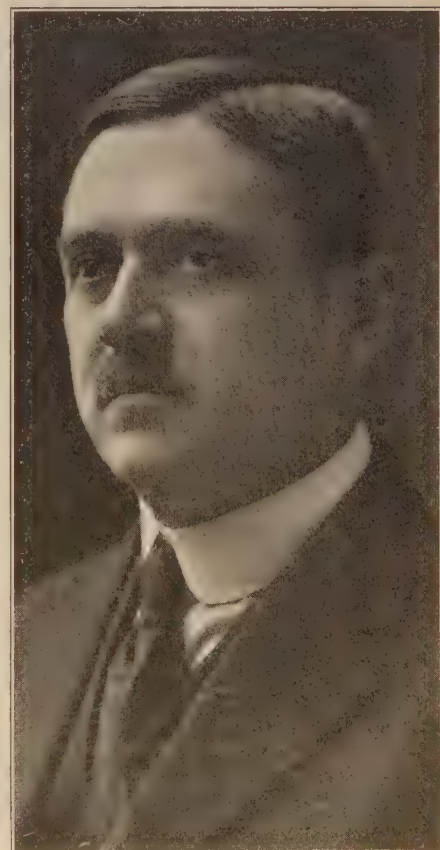
The highest office in the Nashville Grain Exchange is held by a man who has been associated with the milling and grain business of Nashville since his boyhood, Edmund Matthew Kelly, or Ed Milling Kelly, as he is often called by his friends. He is not only President of the Nashville Grain Exchange, but is also President of the Southeastern Millers' Ass'n and President of the Liberty Mills of Nashville.

Mr. Kelly is a miller by inheritance. His father was a Nashville miller before him. When Mr. Kelly entered the milling business there was not a flouring mill located upon the tracks of a railroad in Nashville. The old-time miller did not care for rail facilities, but located on the most advantageous pike for the receipt of grain.

At the organization of the Liberty Mills, almost thirty years ago, Mr. Kelly was chosen its President, and largely thru his personal efforts that mill has grown until it now turns



F. E. Gillette, Nashville, Tenn.
Vice-Pres. Grain Exchange.



W. R. Tate, Nashville, Tenn.
V-Pres. Grain Exchange.

out on an average, 4,000 barrels of flour daily.

When the Southeastern Millers' Ass'n came into existence, Ed Milling Kelly was chosen the first President and he has been re-elected many times since. In view of the above there is little wonder that the Nashville grain men have chosen Mr. Kelly to head their Grain Exchange. His re-election on several occasions shows that his leadership has been satisfactory and his services highly esteemed.

John C. Bennett.

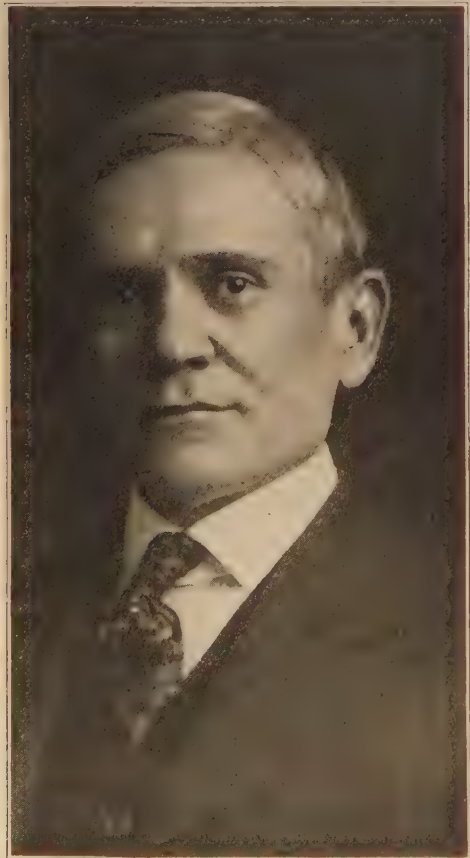
The Secretary of the Nashville Grain Exchange, Jno. C. Bennett, has been closely connected with the grain business of that city for twenty years. His intimate knowledge of every phase of the grain business unquestionably qualifies him for the office of Secretary. His popularity and executive leadership show that Mr. Bennett has gained the confidence and support of the grain dealers of the market.

Mr. Bennett has been Secretary of the Exchange since 1914, succeeding W. R. Cornelius. A portion of the trading floor has been set aside for an office where he conducts his brokerage business in addition to discharging the duties of secretary of the Exchange. Associated with Mr. Bennett in his brokerage firm is his son, John C. Bennett, Jr., who has only recently returned from two years service in the U. S. Air Forces in France.

HERMITAGE ELEVATOR.

The Hermitage Elevator and Warehouse, owned and operated by the Nashville Terminal Realty Co., is located on the tracks of the Tennessee Central R. R. and served by all railroads entering Nashville. It has a storage capacity of 500,120 bus. of grain. The power installation, however, is sufficient to take care of an increase in storage capacity to 1,000,000 bus. The plant was built in 1907 by the joint interests of the Illinois Central and the Southern Railways.

This elevator has been operated from the first as a public house serving local as well as central West from Southeastern grain dealers and millers. The standard of inspection and weighing for reshipping has been maintained at a high level, and the house is so arranged that grain can be loaded directly from the scale hopper after weighing.



John C. Bennett, Nashville, Tenn.
Sec'y Grain Exchange.

Besides the 500,000 bus storage in the elevator, the large warehouse adjacent will accommodate 50 carloads of sacked grain. Hay, corn, bran and oats constitute a large portion of the commodities handled. The latest sacking facilities are in use.

The elevator is of cribbed construction, iron clad and contains 179 rectangular bins, any one of which can be filled from either of the seven elevator legs by means of 44" belt conveyors. The grain is elevated for weighing into seven garnerers above the 84,000 lbs. hopper scales equipped with self-registering beams. The plant is run by steam power, one 800 h.p. Vilter Engine and 900 h.p. Erie boiler being used, consisting of three 300 h.p. sections.

A modern drier of 14,400 bus daily capacity is attached to the elevator and with the bleaching machinery is housed in a fireproof structure. The cleaning, clipping and scouring machinery is of the latest improved design. A total of 13,000 bus can be run thru the cleaner in 10 hours.

The plant is protected against fire by automatic sprinklers throughout the plant. The dust collecting equipment is complete and a journal alarm furnishes a tell-tale on hot boxes. Besides all this, the Hermitage elevator maintains its own fire fighting and pumping plant.

Officers of the company are: P. W. Pritchard, Pres.; J. S. McHenry, Treas., and A. W. Akers, Sect'y. Henry Wigge is superintendent of the elevator.

NASHVILLE ELEVATOR AND WAREHOUSE.

The original Nashville Elevator, with a capacity of 250,000 bus, was built in 1881 for the present owners and operators, The Nashville Elevator and Warehouse Co., and in 1905 a concrete storage annex was added, bringing the total storage capacity up to 500,000 bus of grain. This plant handles, in an average crop year, between 8,000,000 and 9,000,000 bus of wheat, corn and oats. The daily receipts often amount to thirty cars, while the facilities give a loading-out capacity of ten cars per day.

The plant is operated by steam power and rope drives. The main drive uses 2,100 feet of 1½" four-strand rope, and the fifteen subsidiary drives use ¾" rope.

Grain received is elevated to either of two 40,000 lbs. garnerers or goes direct into one of three hopper scales of 60,000 lbs. weighing capacity. From the scales the grain can be conveyed to any storage bin in the main plant or the annex by means of 28" and 30" belt conveyors, or it may be conveyed to cleaning, clipping or separating machinery. One shipping bin is arranged to load direct to cars, while grain from the other bins must first be elevated before loading.

The five elevator legs are fed from five receiving sinks. The 114 bins in the main elevator have a total storage capacity of 250,000 bus, while the concrete annex has 32 cylindrical bins and 21 interstice bins, gives additional storage for 250,000 bus. A Hess Drier has a daily drying capacity of 12,000 bus.

The elevator is located on the Nashville Terminals, and situated directly across the railroad tracks from the elevator are two large warehouses where grain is sacked and feeds, seeds, cotton, broom corn and flour are stored. The warehouses, as well as the elevator, are run strictly as a public storage house. The Nashville Elevator and Warehouse Co. is not in the grain business, but it will make liberal advances on grain in storage.

The warehouse, holding 250,000 bus sacked grain, is equipped with cleaning and sacking facilities for all kinds of field seeds. Salvage grains also are handled.

The officers are: D. S. Williams, Pres.; T. S. Squires, Vice-Pres., and S. H. Ellison, Sect'y and Treas. F. G. Richardson is Superintendent of the Elevator. The firm is a member of the American Warehouseman's Ass'n and the American Chain of Warehouses.

STEEL ELEVATOR.

The Steel Elevator, owned and operated by The Gillette Grain Co., has a storage capacity of 500,000 bus and an additional 200,000 bus of grain can be stored in the two warehouses adjoining the elevator.

The plant, which consists of a working house and five large cylindrical steel storage tanks, is electrically operated, six G. E. motors of 35 h.p. being used on the individual drive system.

Three elevator legs and three Fairbanks Morse hopper scales, one of 80,000 lbs. and two 60,000 lbs. capacity are used for weighing and handling grain both in and out. Invincible cleaning and clipping machinery is used, and the latest sacking machinery operates in a sacking house built in connection with the elevator, where 6,000 bus can be held for sacking. A grain purifier completes the equipment.

The warehouse, as well as the elevator, is constructed of steel, and the whole plant is fireproof. It is located on the Nashville Terminal tracks, with 3,000 feet of private side tracks allowing 20 loaded cars and twenty

empty cars to be placed for handling at one time.

The Gillette Grain Co., was established in 1910 and has operated the Steel Elevator under lease from that time until its recent purchase. The firm succeeded the Gillette-Harrison Grain Co. Mr. F. E. Gillette is Vice Pres. of the Grain Exchange.

LIBERTY MILLS.

The Liberty Mills of Nashville turn out 4,000 bbls. of flour daily, when both Mill "A" and "B" are in operation. The storage capacity of the elevators connected with Mill "A" and Mill "B" is 250,000 bus. In addition to the large output of flour, the Liberty Mills can turn out 150 tons of feeds, brans and shorts, per day. Each warehouse attached will accommodate 200 carloads. This mill grinds soft wheat exclusively and some of its better known brands of flour are, "Liberty," "Dauntless," "Majestic," "De Soto," "Vanity." The mill draws most of its grain from Illinois, Indiana, Ohio, Tennessee, Kentucky and Missouri. Its consuming territory is local and Southeast of Nashville.

Mill "A," the original Liberty Mill, was built twenty-eight years ago and is a large, well-constructed brick bldg. equipped with up-to-date machinery. In 1903, the Liberty Mills purchased mills "B" and "C" from the Cumberland Milling Co. Mill "B" is still in operation, and is also a brick house, while Mill "C," which was a corn mill, was dismantled and sold.

The two mills and elevators are both on the L. & N. and N. C. & St. L. main lines, and on the Nashville Terminals, thereby getting service from all roads that enter Nashville.

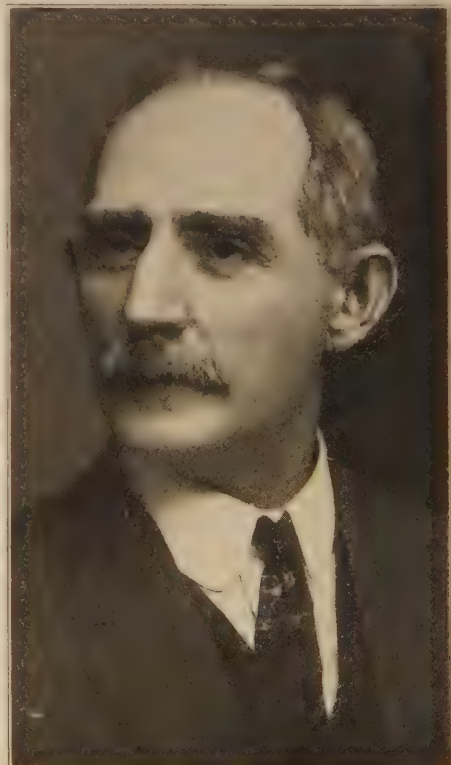
Elevator "A" is equipped with a track scale and a 200,000 lbs. hopper scale. Elevator "B" has a 72,000 lbs. Fairbanks hopper scale. Facilities allow the unloading of approximately 10 cars of grain per day.

A barrel factory adjacent is run for the exclusive use of the mill.

The officers of the concern are: E. M. Kelly, Pres.; A. D. Bryan, Vice-Pres.; and J. M. Krieg, Sect'y and Treas. An office force of fifteen is employed and 200 men work in the mills.

THE NASHVILLE ROLLER MILLS.

The old plant of the Nashville Roller Mills was destroyed by fire several years ago. A new plant, which was completed in the Fall of 1913, is modern in every respect, equipped at every angle with up-to-date machinery and devices. The building is of modern construction, the floors of the latest type of glazed concrete. The offices, finished in white enamel and plate glass, with decorated walls and beveled mirrors, are steam-heated throughout, the steam heating extending also through the warehouse. The plant is protected by a thoroughly equipped sprinkler system, in connection with the supervisory service of the Western Union Telegraph Co.



J. T. Roberts, Nashville, Tenn.
Chief Inspector and Weighmaster.

Nashville Inspectors.



Standing: Sampler J. W. Winters; Chief Inspector J. T. Roberts; Sampler J. B. Hawkins. Sitting: Inspectors W. H. Binkley and B. O. Greer.

Adjoining the offices is the fire-proof vault, and close at hand, under the same roof, a testing room and laboratory, in charge of a flour chemist, expert in theory and practice.

The Nashville Roller Mills, known throughout the South as the Red Mill, was instituted in June, 1908, and incorporated in January, 1909. It is officered by John Schultz, Pres., Louis Baujan, Vice-Pres., and V. S. Tupper, Sec.-Treas., and General Manager.

The Nashville Roller Mill has cultivated the co-operation of the best jobbers in the South by keeping in mind constantly the Quality Principle. When the Company began business, its total sales for the first month were 40 barrels of Self-Rising Flour, today the volume of business ranges between 30,000 and 40,000 barrels per month.

J. H. WILKES & CO.

The plant of J. H. Wilkes & Co. comprises an elevator, warehouse, feed mill and self-rising flour mill. The elevator has room for 55,000 bus. of bulk grain, while the warehouse will hold approximately 100,000 bus. of sacked grain. The feed mill when operating at full capacity will turn out 200 tons of feedingstuffs daily. The self-rising flour mill has a capacity of 2,000 bbls. per day.

All the buildings are of iron-clad construction and the elevator, which has 41 bins, is electrically operated with four G. E. Motors. One main elevator leg is used for receiving grain, and four other legs for carrying grain to sackers, corn cracker or other machinery. Two Invincible cleaners are used and the weighing is done on Fairbanks-Morse registering beam hopper scales. Other equipment includes two manlifts, one Sonander and one New England sacking scale. The feed mill is equipped with the latest grinding machinery and in connection with the feed mill is a 32,000 gallon tank for storing molasses used in mixing horse and dairy feed. Two Wolf rolls and one attrition mill do the bulk of the feed mill work.

The self-rising flour mill contains the following: four mixers, four one-half ton batch mixers, six packers, one Economy bag closing machine, two elevator legs and four reels.

J. H. Wilkes & Co. do a general grain business, including the handling of seed wheat, rye and oats. They turn out nine different grades of poultry feed, six grades of molasses horse feed, four grades of dairy feed and one hog feed. Three grades of self-rising flour and three grades of plain flour are manufactured.

The firm was organized by John H. Wilkes in 1870 and is probably one of the oldest grain firms in Nashville. They moved to their present location on the Nashville Terminal Lines in 1895. The firm was incorporated in 1907 with a capital stock of \$100,000. In 1909 the elevator was built, the business having previously been conducted in a warehouse and thru public elevators.

Mr. R. H. McClelland is President of the organization; F. J. McCarthy, Vice-Pres.; H. L. Hanes, Vice-Pres.; and J. G. Peak is Sec'y and Treas.

J. R. HALE & SONS.

The firm of J. R. Hale & Sons was established in 1895 by J. R. Hale, R. W. Hale and W. T. Hale, Jr. At the organization of the company they were located at Murfreesboro, Tenn., and engaged in a general grain and cotton business, with a branch office operating in Nashville. J. R. Hale, the founder, died in 1910, some time after the firm had been moved to Nashville. R. W. Hale and W. T. Hale are still with the firm.

The plant consists of two elevators and two warehouses. The total elevator capacity is 200,000 bus. and the warehouse capacity 200,000 bus. sacked grain. Elevator "A" was built in 1906 and elevator "B" was opened for operation during the current year. Both

plants were constructed by Chas. W. Schuyler. Elevator "A" is of wooden construction and consists of a working floor, bin floor and head house. Grain is taken from the receiving sink to the elevator head by V-buckets on 12" belting. A hopper scale with a self-registering beam is used for weighing grain received.

Elevator "B" is of cribbed iron-clad construction and modern in every respect. Side track facilities at both plants are ample, elevator "B" having an unloading capacity of twenty cars per day and elevator "A" ten cars daily. Both plants are electrically operated, six G. E. Motors being used. The equipment includes, one Invincible cleaner, Monitor cleaner, Eureka Separator, one New England Sacker and two Sonander Sackers. Elevator "B" is especially equipped for quick handling of sacked grain, by a series of chutes from sacking floor to working floor, warehouse and cars. All equipment is now installed in elevator "B" preparatory to increasing its storage capacity to 500,000 bus.

RIVER & RAIL ELEVATOR.

The River and Rail Elevator is the only elevator in Nashville able to receive grain direct from river boats. The elevator is located, like the majority of the Nashville houses on the Terminal Lines, but unlike any of the others, close enough to the banks of the Cumberland River to take grain direct from boat to warehouse, elevator or cars. This feature of the house is especially desirable during the corn movement, for much corn is shipped to Nashville by boat. The capacity of the elevator is 30,000 bus. bulk grain, and of the warehouse, 150,000 bus. sacked grain.

The owner and operator of this plant is Chas. D. Jones, a well-known figure in the grain trade of the country, having been President of the Grain Dealers National Ass'n for two successive years. Mr. Jones has been in the grain business in Nashville for twelve years and has operated the River & Rail Elevator for the past four years. The bulk of his business, however, is handled through the Hermitage Public Elevator. Chas. D. Jones & Co. have long specialized in high grade oats of all kinds and varieties. They also handle considerable corn from the river in season.

CAPITOL ELEVATOR.

The Capitol Elevator, situated on the L. & N. Terminal Lines, is owned by the 4th National Bank and operated by S. S. Kerr. The plant has a capacity of 50,000 bushels of bulk grain and a warehouse capacity of 100,000 bus. of sacked grain. Mr. Kerr specializes on milling corn, although some wheat is handled. In the warehouse all kinds of sacked grain are handled. The plant is operated by electricity. A Cornwall Cleaner is being added to the equipment.

This elevator was built fifteen years ago for the Capitol Grain Co., and formerly a feed mill was attached. Mr. Kerr has been in the grain business for sixteen years and besides his Nashville Grain interests owns and operates the E. W. Moore Co. elevator at Charleston, Ill.

REX MILL AND FEED CO.

The plant of the Rex Mill and Feed Co. consists of a 40,000 bus. 12 bin elevator, a feed mill turning out 150 tons of feed daily, and a warehouse accommodating 175,000 bus. of grain in sacks. It is located on the Nashville Terminal Lines and served by all roads

entering Nashville. This plant draws its grain locally and from the West and Northwest. The horse, scratch, dairy and hog feeds manufactured here have a national distribution.

The elevator of the plant, which is an iron clad house, was originally built for Samuels & Cartwright and later sold to Daniel, Binns & Laurent. The latter firm was succeeded by the Rex Mill and Elevator Co. in 1914, who built the mill and equipped it with the latest feed grinding machinery.

J. N. Covington and A. W. Kirkman are partners in the firm. Besides feed manufacturing, they do a general grain business.

SOUTHERN STATES CO. AND BELL GRAIN CO.

The Southern States Co. and the Bell Grain Co. are both owned and operated by John H. Bell and his son, W. P. Bell. The Southern States Co. was organized in 1907 and the Bell Grain Co. in 1917. They do a grain, mixed feed and flour business operating thru the public elevators. W. P. Bell has just returned from service and again taken up his duties with his father.

WIZARD WAREHOUSE.

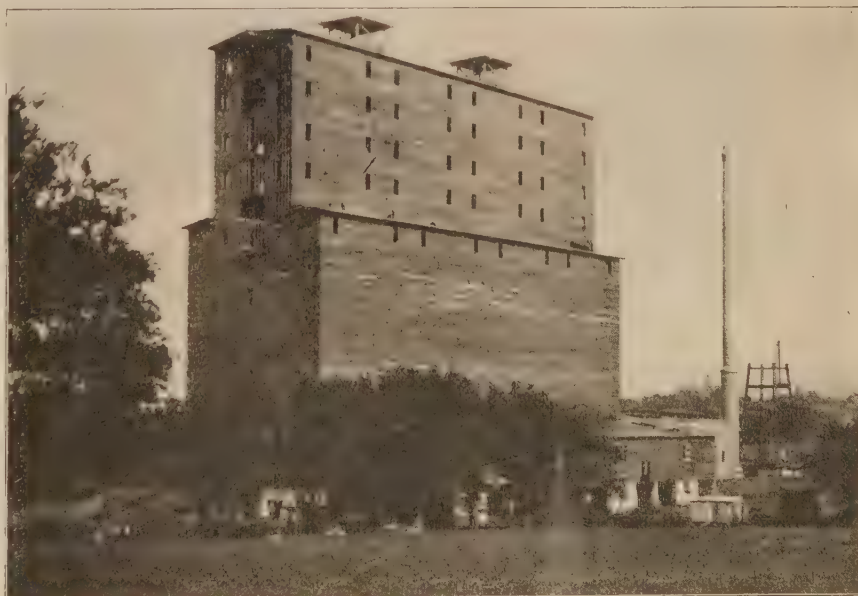
The Wizard Warehouse is owned and operated by John A. Tyner & Co., a large dealer in corn at Nashville. Altho John A. Tyner & Co. specialize in red cob white milling corn, they also deal in oats and field seeds. The warehouse is really only headquarters for John Tyner, as more than 75% of his business is done thru the public elevators. Statistics show that last year a little over 1,000,000 bus. of corn arrived in Nashville via the Cumberland River and one-half was received by John A. Tyner & Co. who features Cumberland River corn shipments. This firm runs corn boats on the Mississippi River, in season, below Cairo towing into Hickman and Cairo and reshipping into the Southeast. The Cumberland, Ohio and Mississippi River basins furnish this firm with practically all the grain they ship into the South from Nashville. In 1897 the firm of Tyner & Ehrhard was formed and in 1903 John A. Tyner & Co. became their successors.

EAST SIDE ELEVATOR.

The East Side Elevator, with a bulk bin capacity of 5,000 bus. and a warehouse capacity of 50,000 bus., sacked grain is operated by Lanier Brothers, dealers in Cotton Seed meal, mill feeds, hay and brans. The firm consists of E. B. Lanier, A. R. Lanier and J. H. Lanier and was established in 1908. They have done a shipping business for ten years reaching Southern states East of the Mississippi River and their cotton seed meal shipments often going as far as Cuba.

TENNESSEE GRAIN CO.

Established in 1905, and operating in a small warehouse, the Tennessee Grain Co. has continued to grow until it was forced to build its new elevator and two large warehouses in connection. The buildings are all iron-clad and located on the Nashville Terminal Lines, getting the benefit of all roads entering Nashville. The elevator will hold 25,000 bus. bulk grain, while the two warehouses will each store 200,000 bus. of sacked grain, giving a total storage capacity of 435,000 bus. Fairbanks-Morse Automatic scales and sacking machinery are used. A stacking machine, for use in handling sacked grain,



Hermitage Elevator at Nashville, Tenn.

facilitates speedy loading and handling. Twelve cars can be handled at once. The plant is electrically operated with G. E. Motors. D. V. Johnson, owner and manager of the company, handles part of his grain business thru the public elevators of Nashville.

L. L. WADE.

L. L. Wade, grain broker with offices in the Stahlman Bldg., has been engaged in the brokerage business in Nashville for twenty-one years. The firm name has always been styled L. L. Wade.

MERO MILLS.

The Mero Mills of Nashville is the first of a chain of similar mills to be built throughout the South. The plant consists of two 50 barrel units of the Anglo-American Mill type, giving a daily capacity of 100 barrels. A self-rising flour mill operated in connection turns out 200 bbls. per day. All brands of flour manufactured at the Mero Mills are registered brands, including the well-known "Flavo" and "South Bound" plain flour, while "Bound to Rise" and "Queens Taste" are the self-rising brands. Besides its flour business the Mero Mills handles feeds, bran, shorts and mixed feeds.

The plant is located on the Nashville Terminals and caters principally to the Southeastern Trade. K. C. Crittendon is the manager. The capacity of this plant will be doubled January 1.

ADAMS GRAIN AND PROVISION CO.

The Nashville office of the Adams Grain and Provision Co. is a branch of the Charlotte, N. C., firm. J. A. McEwen is manager of the Memphis, as well as the Nashville branch offices and they do a general grain shipping business, nine-tenths of their shipments going to the Carolinas.

DANIEL WAREHOUSE.

H. L. Daniel operates a warehouse of about 80,000 bus. sacked grain where car lot shipments are sacked for reshipment to Southeastern points. The sacking which is now being done by hand, is to be replaced with an automatic sacker in the near future.

JUST MILLS.

The Ralston Purina Feed Co. of St. Louis operates the Just Feed Mill and Elevator in Nashville and the Just Elevator in West

Nashville. The elevator in Nashville has a capacity of 20,000 bus. and 10,000 bus. storage is now being added. This is entirely for the use of the mill, which grinds on an average, 300 tons of feed daily. At this plant, hog, horse, poultry, dairy and cattle feed are manufactured. After grain is unloaded at the elevator it is elevated to the cleaning machinery from where it passes by gravity to the feed mill. After the feed is mixed, it is elevated to the second floor for sacking. All grain buying for this mill is done thru the St. Louis office and the plant's output goes mostly to Southeastern trade.

The West Nashville elevator, which has a capacity of 50,000 bus. of grain, has a warehouse built in connection, where 50 carloads of feed or sacked grain may be stored. The elevator has twelve bins. The machinery includes a Monitor Cleaner and an oats clipper. The plant is operated on the unit drive system, four G. E. Motors being used. Sixteen cars can be placed at this plant for simultaneous loading.

T. B. McMurtry is superintendent of both elevators and the mill, while Wm. Boyd is in charge of the office force of ten.

DAUGHERTY-VINCENT GRAIN CO.

The Daugherty-Vincent Grain Co. is the successor to Isaac T. Rhea, a firm organized immediately after the Civil War. At Mr. Rhea's death in 1917, C. H. Vincent, who had been in Mr. Rhea's employ for twelve years, took over the business and became associated with James A. Daugherty in the new firm of Daugherty-Vincent Grain Co. On April 1st, 1919, Mr. Daugherty sold his interests in the firm to Mr. Vincent and opened a brokerage firm in Nashville. Altho the old style is still maintained, Mr. Vincent is the sole owner and manager.

The firm does a wholesale grain business at its large warehouse in South Nashville. It operates as a bonded warehouse and public storage and serves the grain trade of the Southeastern territory. Last summer when the warehouse was filled to its capacity it held 101,000 bus. of sacked grain. It is equipped with the latest sacking facilities and located on the Nashville Terminal Lines where it is served by all roads entering Nashville. The sidetrack facilities permit the unloading of eleven cars of grain at one time.

DIXIE ELEVATOR.

Following the destruction of the Dixie elevator by fire in 1916, W. H. Crozier bought the property from the Logan Grain Co. In 1918 the elevator was rebuilt on the old concrete foundations for the W. H. Crozier Grain Co., the present owners and operators. The plant consists of a 30,000 bus. frame elevator and a warehouse holding a like amount of grain in sacks. The plant has access to the river on one side and the Nashville Terminal Lines on the other. Five G. E. Motors supply all the power for running the machinery of the house, excepting the Hess Drier which is run by means of a 25 H.P. steam engine. The plant has two side tracks and grain can be unloaded from either track. Eighteen cars can be handled on the side tracks without requiring any switching. The receiving pit is of concrete construction, 11' deep, 30' long and 12' wide. The grain passes from the receiving pit to a belt conveyor which carries it to the elevator boot. It is elevated in V cups on 14" belt to a 72,000 lb. hopper scale in the cupola. The bin over the bin beneath the drier will hold one carload of corn. The firm draws its grain from the west and central states and distributes it, after sacking, to the Southeast.

COMMERCIAL ELEVATOR.

The total grain storage capacity of the Commercial Elevator is 100,000 bus. This includes the warehouse sacked grain capacity. This elevator, which was built for W. J. McMurtry in 1909, is now being operated by W. J. Tate.

Mr. Tate was associated with the Logan Grain Co. of St. Louis and operated an elevator for them in Nashville. It was after the Logan Grain Co. lost their Nashville Elevator by fire that Mr. Tate and Mr. Logan dissolved partnership. In 1916 Mr. Tate bought the Commercial Elevator and operated it under his own name.

The plant is iron-clad and electrically operated by G. E. Motors. Fairbanks Morse 48,000 lbs. hopper scales are used and the sacker is of the Sonander type. Side track facilities allow the unloading of fourteen cars at one time.

Mr. Tate is Vice-Pres. of the Nashville Grain Exchange. His firm does a general grain business, specializing in oats.

Some of the Mills and Elevators of Nashville.



1. Mero Mills; 2. Elevator and Warehouse of Tennessee Grain Co.; 3. The "Red Mill"; 4. One of the Purina Plants; 5. Nashville Elevator and Warehouse; 6. J. R. Hale & Sons' New Elevator in Foreground, Old Elevator in Background; 7. Mill "A" and Elevator "A" of Liberty Mills; 8. Gillette Grain Co.'s Steel Elevator; 9. J. R. Hale & Sons' Elevator in Foreground, Steel Elevator in Background.



E. N. Williams, Traveling Buyer,
Liberty Mills, Nashville.

W. R. CORNELIUS & SON WAREHOUSE.

In 1883 W. R. Cornelius Jr. entered the grain and hay business, and in 1916 Allen R. Cornelius, his son, was taken into the firm. The name was then changed to W. R. Cornelius & Son. They now engage in a general hay, flour and feed business, shipping mostly to the Southeast. Mr. Cornelius is seeking a better location and has sold the warehouse he is now operating, to be vacated Jan. 1.

NASHVILLE GRAIN & FEED CO.

This new organization has just opened its offices in the Independent Life Bldg. and will engage in a general grain and mixed feed shipping business. Its territory will be mostly Southeast. The firm is composed of R. M. Huston, who was in the employ of J. H. Wilkes & Co. for 16 years and E. F. Eve, who had three years' experience in the flour business under W. V. Tupper. The firm has already joined the Grain Dealers National Ass'n and has filed application for membership in the Nashville Grain Exchange.

NEIL & SHOFNER GRAIN CO.

The firm of Neil & Shofner was established in 1888 and in 1901 the name was changed to Neil & Shofner Grain Co. Both Mr. Neil and Mr. Shofner withdrew from the firm in 1906 and Mr. Allen was left as manager. Mr. Neil died shortly after the two partners left the firm, and Mr. Shofner is now associated with the American Flour and Grain Co. of Nashville. Mr. W. M. Waterfield has been owner and operator of the firm since the withdrawal of the partners in 1906. F. H. Hudgnes is manager.

G. P. ROSE & CO.

The elevator and warehouse of G. P. Rose & Co. is located on the main line of the L. & N. and N. C. & St. L. Rys. The elevator can store 65,000 bus. while the warehouse can accommodate 30,000 bus. in sacked grain. The plant is electrically operated, three 35 h.p.

G. E. Motors being used. The firm handles wheat, oats, rye, field seeds and cow peas. The equipment of the plant includes an Invincible Cleaner, sacking machinery, oats clipper and a complete dust collecting system.

G. P. Rose & Co. succeeded Smith & Rose in 1884, Captain Smith having been in the grain business in Nashville since 1850. The partners in the firm now are: G. P. Rose, J. S. Rose, G. P. Rose, Jr., Chas. A. Hill, and Ellis Flite.

CASWELL E. ROSE CO.

The Caswell E. Rose Co. operates a grain storage warehouse on the tracks of the T. C. R. R. The floor space of the warehouse covers a large area. Ten cars of grain can be unloaded at one time and sacking facilities are provided for grain received in bulk.

Caswell E. Rose has been the firm name from 1898 until 1916 when Thomas Newbill became associated with Mr. Rose. Since that time the firm has been known as Caswell E. Rose Co. Mr. Newbill was formerly with Cornelius, Newbill Co. of Nashville.

J. A. & O. L. JONES MILL AND ELEVATOR.

The plant of the Jones Mill and Elevator Co. consists of a 50,000 bus. elevator, a 40,000 bus. sacked grain warehouse and a mill turning out 250 barrels of flour daily, located on the Nashville Terminal Lines. The plant is electrically operated and the equipment includes, Invincible Cleaner, 40,000 lb. hopper scale, a Barnard & Leas self-rising flour plant, three stands of rollers grinding wheat flour, two stands of rollers grinding corn meal, Monitor Separator, one double scourer and one single scourer.

PATTON & HATCHER.

The firm of Patton & Hatcher, succeeding Webb, Patton & Hatcher, opened a grain shipping business July 1, 1919. Their business, for the most part, is local, being conducted thru a warehouse accommodating about 25 car loads. The firm consists of J. B. Patton and Harry S. Hatcher.

R. H. WORK & CO.

Operating thru the public elevators, as well as their private warehouse, R. H. Work & Co., have been engaged in a general grain shipping business in Nashville since 1901. The warehouse which holds approximately 30 car loads of sacked grain is located on the T. C. R. R. tracks. The firm is composed of R. H. Work and M. H. Wright and they do a general hay, grain and feed shipping business.

DORRIS MILLING CO.

At the present time the Dorris Milling Co. is overhauling its entire plant and adding a new mill building. Two new corn shellers are being installed, and the warehouse is being enlarged to better take care of stocks and facilitate quick handling. The plant, as it stands, comprises a 12,000-bu. elevator, where grain for the mill's consumption only is handled, a warehouse accommodating about 25 car loads, and a shuck house. The plant is electrically operated with eight Westinghouse Motors, and the equipment includes two invincible cleaners, one Sprout-Waldron Cleaner and scouring machinery.

E. A. Dorris, who founded the company seventy-five years ago, held the distinction of being the first miller in Tennessee. Mr. Dorris, who died in 1914, left seven sons, all in the milling business. J. L. Dorris is President and H. C. Dorris is Sec'y and Treas. of the Dorris Milling Co. of Nashville. The other brothers run two flour mills and one planing mill in Summer County, Tenn.

WOODROOF GRAIN CO.

The Woodroof Grain Co. has succeeded the Harsh Grain Co. in the operation of the Harsh warehouse. The Harsh Grain Co. still exists however, but is temporarily inactive. W. A. Woodroof and his son R. E. Woodroof are now associated in the new firm. W. A. Woodroof was in the employ of the Harsh Grain Co. from the time of its organization.

ALLEN GRAIN CO.

The Allen Grain Co., altho a comparatively new firm, having been organized Jan. 1, 1919, has a man at the head of it who has had

fourteen years' experience in the grain business at Nashville. S. M. Allen, sole owner of the firm, was manager for Neil & Shofner Grain Co. for the last five years and for nine years previous to this he held various positions in the office force of the same firm.

The firm is doing a general grain business in wheat and corn, using Nashville's public elevator facilities.

JAMES A. DAUGHERTY.

James A. Daugherty first engaged in the grain business in 1885 when he worked side by side with Edward M. Kelly, who is now President of the Liberty Mills, as clerks in the E. T. Noel Milling Co. On April 1 last, Mr. Daugherty sold out his interests in the Daugherty-Vincent Grain Co. to Mr. Vincent and since then has devoted his entire time to his brokerage business which he built up previous to his connection with Mr. Vincent.

Grain Dealers of Union City, Tenn.

One man bought 2,600,000 bus of corn in the states of Mississippi, Tennessee, Kentucky, Missouri and Alabama in the Winter of 1917-1918. This corn was bought for the Wheat Export Co., and the buyer was Geo. Dahnke of the Dahnke-Walker Milling Co., Union City, Tenn. Mr. Dahnke single-handed accomplished this task over the phone at his private desk in Union City. Not only this, but his mill furnished the British Government thru the Wheat Export Co. 200,000 brls of meal. In December, 1917, the following letter was sent out by L. B. Burford, Grain Traffic Manager: "To Southern railroad traffic managers: I wish to advise you that we have purchased from the Dahnke-Walker Milling Co., Union City, Tenn., 500,000 bus corn for immediate shipment to New Orleans for export on my steamers. It is anticipated that these purchases will continue until a total of 2,000,000 bus is bought."

The Dahnke-Walker Milling Co. was organized in 1900 with five men. The organization now consists of more than eighty-five men. Their working capital has increased from \$12,000 in 1900 to close to \$300,000 this year. The plant consists of six buildings, one a 60 x 110 ft. brick warehouse, one large elevator, one large mill, one small mill and two small elevators. The total elevator capacity is 200,000 bus. The flour milling capacity is 200 brls per day, the meal and grits mill capacity is 1,000 brls daily and a flour blending capacity for making 300 to 500 brls of self-rising flour per day. The shelling rate of the plant is 5,000 bus in eleven hours. The plant is equipped with a full line of cleaning machinery. The company operates eight ear corn buying stations.

The Cherry-Moss Grain Co.

The Cherry-Moss Grain Co. was established at Union City, Tenn., in 1911, under the management of H. P. Moss and L. J. Cherry. Mr. Cherry died in September, 1918, and the business is now owned and conducted by Henry P. Moss and his son Cecil Moss. They are large handlers of grain and hay, feed stuffs and cotton seed products in car lots, and all kinds of Field Seed. The equipment includes a Joliet Corn sheller, Clipper Cleaning Machine, and International Grinder, all driven by G. E. electric motors. Office and warehouse on N. C. & St. L. Ry.

The Howell Grain & Feed Co.

The elevator of the Howell Grain and Feed Co., at Union City, Tenn., located on the Mobile and Ohio Ry., has a capacity of 30,000 bus and its machinery is run by a 150 h. p. steam engine. The Howell Grain & Feed Co., besides handling large amounts of wheat, corn and oats, also manufacture mixed feeds and alfalfa meal. They use Fairbanks wagon and automatic sacking scales.

The officers of the Company are W. P. Nash, Pres., R. F. Batts, Vice-Pres., and S. J. Millard, Sec'y and Treas. The Howell Grain and Feed Co., succeeded the Union City Feed Co. some years ago.

The Tisdale-Jackson-Atkins Co.

The Tisdale-Jackson-Atkins Co., deal in field seeds and farm implements.

The Bramham Grain Co.

The Bramham Grain Co., an old firm in Union City, is a wholesale dealer in wheat, corn and oats. B. C. Bramham is Pres. and R. G. Bramham is Secy.



Left to Right: Entrance to Warehouse of Cherry-Moss Grain Co.; Howell Grain & Feed Co.'s Plant in Foreground, and Elevator of Dahnke-Walker Milling Co. in Background; Mill of Dahnke-Walker Milling Co., at Union City, Tenn.

Grain and Feed Dealers of Chattanooga

There was a time when fleets of flat boats waited in every stream tributary to the Tennessee river for high water in the Spring to commence their rush to Chattanooga. This rush of flat boats from both above and below Chattanooga carrying wheat, corn, ham, bacon, apples, truck and many other commodities, continued until late fall. This was before the general in-coming of the railroads and a single railroad between Chattanooga and Augusta, Ga., made Chattanooga the distribution point for the Southeast.

That was the start of Chattanooga as a grain handling point. The river trade, so far as grain is concerned, has not passed away with the coming of numerous railway lines, but has steadily increased, and the railways, too, have brought in an ever increasing amount of grain.

The importance of Federal Grades for Grain caused the leading grain dealers of Chattanooga to band together this year, forming a Grain & Hay Exchange. An appropriation was raised to establish an inspection department. The services of Clarence E. Server, an experienced Licensed Inspector, were secured and on Aug. 1, 1919, the inspection of grain was officially started at Chattanooga.

Two temporary officers for the Exchange have been elected. Charles Hood of F. A. Hood & Co., is President and Harry Winer, of the Winer Feed Co., is Secretary. The Exchange Membership now comprises the following firms: A. D. Harbin, Bagley & Semmes, J. T. Thomasson & Co., Mountain City Milling Co., Tennessee River Milling Co., Shelton Mills, Chattanooga Feed Co., Winer Feed Co., Dan C. Wheeler & Co., C. R. Baird & Co. and F. A. Hood & Co.

Chief Inspector Clarence E. Server.

The Chief Inspector at Chattanooga is no novice at determining the moisture, weight per bus. dockage, quality—in short, anything pertaining to the grade of grain. For ten years Mr. Server was Superintendent of A. Waller & Co.'s elevator at Henderson, Ky. and for five years he was Chief Grain Inspector at Henderson. During his fifteen years' experience he has become familiar with the many complicated angles that enter into the placing of a correct grade on a given car of grain. His constant practice and earnest desire to be correct before he classifies the grain has made him an authority.



C. F. Hood, Chattanooga, Tenn.,
Pres. Grain & Hay Exchange.

Mr. Server is licensed for the inspection of all grains under Government Supervision and has also been approved by the National Hay Ass'n as Hay Inspector.

The office and laboratory of the Grain Exchange Inspection Dept. is located in the News Building, and no expense has been spared to secure the best testing apparatus available. The equipment of the laboratory equals that of any Grain Supervision Office in the United States.

Besides being Grain and Hay Inspector, Mr. Server has been appointed Chief Weighmaster for the Chattanooga Hay & Grain Exchange and Ass'n Weighmaster for Chattanooga and Hamilton County. Assistant weighmasters under Mr. Server are located at all warehouses, feed stores and grain handling plants of Chattanooga.

Inspections at this point are increasing every month. The average receipts of grain at Chattanooga for one year amount to 6,000 cars and 2,000 cars of hay. The Exchange plans to provide for the inspection of all grain going thru Chattanooga from non-inspection points destined to non-inspection points.

Outside of the amount of grain received by rail in Chattanooga each year, approximately 100,000 bus of corn are received by boat from river points.

CHARLES HOOD.

Charles Hood was chosen the first President of the newly organized Hay and Grain Exchange of Chattanooga in April, 1919. Mr. Hood has had many years of experience in the grain business and is general manager for F. A. Hood & Co. It is not surprising that the members of the Chattanooga Exchange chose Mr. Hood to lead their organization, in the view of his experience in trade. F. A. Hood & Co. will erect a new and larger warehouse soon.

WINER FEED CO.

"Right Now Service" is the slogan adopted by the Winer Feed Company, retail and wholesale dealers in food, feed and seeds. Harry Winer, President of the firm is Secretary of the Chattanooga Hay & Grain Exchange and one of the active members of the grain trade, who were instrumental in organizing the Exchange and securing official inspection for Chattanooga. Other officers of the firm are H. A. Winer, Vice-Pres., and Abe Winer, Sec'y. Their five story warehouse will hold 500 car loads.

BAGLEY & SEMMES.

In February, 1919, the firm of Bagley & Semmes entered the grain, hay, mixed feed, cotton, cotton seed and products business at Chattanooga, operating on a brokerage basis. They have recently secured a warehouse and will be able to store some grain and feed in transit for reshipping. The warehouse has a capacity of 30 car loads and is located on the N. C. & St. L. R. R.

The firm is composed of C. E. Bagley, Jr., formerly of Strong, Bagley & Bagley of Fayetteville, Tenn. T. M. Semmes was previously connected with the Tennessee River Navigation Co.

CHATTANOOGA FEED CO.

The Chattanooga Feed Co. was established in 1894 by G. B. Glenn and A. J. Glenn. Its first place of business was a one story, iron clad frame structure, but in ten years' time this building was far too small to care for the ever increasing trade and the company moved to a three story brick building where 45,000 feet of storage room was available. In 1912 the company was again obliged to increase its facilities for handling grain, hay and seeds, so built the present commodious quarters.

The plant consist of a three story and basement brick warehouse and elevator. The elevator head, which is of iron clad construction, stands 75 feet above the roof. Eight rectangular bins are built in the warehouse having 40,000 bus bulk storage capacity. In addition to this, the warehouse will accommodate over 300,000 bus of sacked grain. Grain drops from cars into a hoppers concrete sink which empties into the elevator boot. The grain may be run thru the grinding, mixing and sacking machinery in one operation after elevating and weighing. A 50,000 bus Fairbanks Hopper Scale is used in weighing receipts. The sackers of the Sonander, portable, type, for use under either of the eight hoppers bins, which discharge on the first floor. Grinnell Sprinklers extinguish fires and a Cyclone Dust collector removes the dust. Shelling corn for use in

mixed feeds is done with a Marselles sheller of 1,200 bus daily capacity.

The commodities handled are grains of all kinds, hay, flour, corn meal, salt and cow peas, the firm specializing on the latter.

A feed mill with a daily capacity of 200 tons is now being installed in the Chattanooga Feed Co.'s plant and will be ready for operation soon. A Rex 2500-lb mixer and grinder will be part of the equipment. Dry poultry and dairy feeds will be manufactured, and later molasses feed manufacturing will be added. The Burrell Engineering Co. drew up the plans for the Chattanooga Feed Co.'s plant and T. A. Chambers & Son were the general contractors.

A. J. Glenn died in 1908 and since that time G. B. Glenn has been owner and general manager.

C. R. BAIRD CO.

The C. R. Baird Co. was organized twenty-five years ago by C. R. Baird. The firm was incorporated in 1907 and the present officers are C. R. Baird, Pres., John W. Price, Vice-Pres., and R. E. King, Sec'y and Treas. R. E. King is the general manager. The warehouse has three floors and basement, holding approximately 75 car loads and equipped with electric freight elevator. The principal commodities are grain, field seeds, potatoes, flour and cow peas.

DAN C. WHEELER & CO.

Dan C. Wheeler & Co. do a general grain, hay, feed and seed business. This firm receives much grain via the river and ships locally in l. c. l. or mixed car basis. Dan Wheeler is the pioneer grain man among the present Chattanooga dealers. His firm was organized in 1881. Office and warehouse built in one brick structure. The warehouse will hold 20 cars of sacked grain.

SHELTON MILLS.

The Shelton Mills of Chattanooga produce 350 bbls of flour daily and a like amount of corn meal. Their millfeed out-put amounts to 35 tons daily. In connection with the mill is a brick warehouse where 70 car loads can be stored. The mill, which is also of brick construction, is located on the N. C. & St. L. R. R.

This corporation was organized by C. J. Shelton in 1898. The present officers of the firm are: L. L. Peek, Pres., M. C. Peek, Vice-Pres., and W. C. Shelton, Sec'y and Treas.

RIVER NAVIGATION CO.

The Tennessee River Navigation Co. operates four boats up and down the river from Chattanooga. Corn is brought from as far North as Lenoir City and as far South as Alabama by these boats. This grain is unloaded from the boats on a moving platform chain conveyor carrying the sacked grain to a large warehouse at the head of the levee, a 95 h.p. Triumph Induction motor being used to drive the conveyor. The unloading capacity of this conveyor is 5,200 bags daily. The warehouse will accommodate 60,000 sacks of grain. This storage space is also used for cotton produce brought in by the River boats.

TENNESSEE RIVER MILLING CO.

Exclusive manufacturers of corn meal, specializing on "Moccasin Bend" brand, the Tennessee River Milling Co. does a large shipping business in the southeastern territory. Most of the corn consumed by this mill is brought in via the river in season, and cured from northern and western markets at other times. The corn meal production of the mill is 1,000 barrels daily while 25 tons of mixed stock feeds are manufactured daily on a side line. George Smartt is the owner and manager.

J. T. THOMASSON & CO.

J. T. Thomasson & Co. are both brokers and dealers in hay, mill feed and grains of all kinds, confining their trade almost exclusively



Clarence E. Server, Chattanooga, Tenn.,
Chief Grain Inspector.

to a brokerage basis. Their territory for shipping is mostly southeast, while they draw grain locally and from the North and West. Mr. Thomasson has been in the grain business in Chattanooga for many years and shares long-experience honors with Dan Wheeler.

MONARCH MILLS.

With a capacity of 200 tons per day, the Monarch Mills have built up an ever increasing business since their organization in 1916. They have specialized on dairy feeds, manufactured from cotton seed products, and mill feeds, for the past three years, and are putting out 100 tons each of their two grades, daily.

The plant consists of a small elevator for handling bran and two warehouses containing Mill grinder, Sprout-Waldron grinder, Day mixers and Savage feeders. 300 bags of feed are prepared in one full working day.

The officers of the firm are: W. A. Thornton, Pres., R. M. Stegall Treas., and general manager, N. H. Grady, Vice-Pres., Ed. H. Smith, Sec'y.

A. D. HARBIN.

A. D. Harbin, one of the most progressive grain dealers in Tennessee, is a buyer of grain, hay and mill feeds, having long specialized in handling corn. Mr. Harbin's office is equipped with grain grading apparatus, and James Harbin, brother of A. D. Harbin, is manager of the office force. Mr. Harbin's wide and varied experience in the grain trade has been acquired by his close study of the grain business in different sections.

MOUNTAIN CITY MILLING CO.

The Mountain City Mills has, in addition to the mill, sufficient elevator bin capacity to meet its milling requirements. New and complete machinery for the manufacturing of flour has recently been installed. In addition to the flour out-put, which amounts to 1,400 bbls daily, 50 tons of mill feed are turned out. The corn grinding capacity maintained by the mills is 5,000 bus daily. Their buying covers a large range of territory, both for wheat and corn, and their products are distributed mostly in Southeastern Territory.

The original mill was built in 1890. The 250,000 bus elevator with four concrete storage tanks was built in 1914. It was found necessary to rebuild the mill this year to meet the expansion of business. The plant is located on the tracks of the Southern R. R. and has ample trackage facilities. The officers of the firm are: W. F. Hutcheson, Pres.; S. C. Hutcheson, Vice-Pres.; Sam H. Campbell, Sec'y and Treas.

The Butler-Welsh Grain Co. suffered no loss in connection with the Bankruptcy of the Morrill-Robertson Co., of Beresford, S. D., as its transactions were regular, the B/L covering an actual car of grain, leaving a credit balance to return to the shippers. None of the false Bs/L were held by this firm.

The Knoxville Market.

Knoxville's location on the Tennessee River affords it an unusual opportunity to receive river shipments of corn from points both North and South of the city. A good crop of corn and some wheat is raised in this territory. For the most part, however, the wheat needed for milling is secured from markets north or west while all oats used for feeding, mixed, or reshipped, are drawn from the North and West.

J. ALLEN SMITH & CO.

J. Allen Smith & Co. operate a flour mill having a daily capacity of 1,600 bbls. of flour, and 4,000 bus. of corn. The elevator built in connection will hold 250,000 bus. of grain. The elevators are of iron clad construction and the mill of brick, being four stories high.

This firm does a shipping business in flour, meal and mill feed. It was organized by J. Allen Smith in 1883 under the name of Knoxville City Mills. In 1887 the firm became known as J. Allen Smith & Co. The present officers are J. Allen Smith, Pres.; Powell Smith, Vice-Pres.; R. P. Johnson, Sec'y and Treas.; J. E. Miller, Supt. and L. C. Stair Asst. Sec'y.

SECURITY MILLS AND FEED CO.

The Security Mills and Feed Co. is constructing a new feed plant which will have a daily capacity of 800 tons of mixed feeds. The new feed mill, which is of concrete construction, will have a 100,000 bus. elevator in connection, and both the mill and elevator will be thoroughly equipped with the latest machinery for grinding and handling grain and mixed feeds. The loading and unloading capacity will be 3,000 bus. per hour. Macdonald Engineering Co. designed and is building the elevator. The plant is expected to be ready to receive grain by Jan. 1, 1920.

The Security Mills and Feed Co. was organized in 1902 and its growth has been so rapid and steady that it has twice had to enlarge the plant. When the company was first organized it was known as the Security Warehouse and Elevator and engaged in a general grain and feed jobbing business with an elevator in St. Louis. The St. Louis elevator was sold seven years ago and all business thereafter handled at Knoxville. Up to 1916 the firm did a feed jobbing business at which time the manufacturing of mixed feed was undertaken. The name was then changed to the Security Mills and Feed Co. The company manufactures a full line of horse, dairy, poultry and hog feeds and also do a jobbing and reshipping business in bulk or sacked grain. The new plant is located on the Southern and L. & N. tracks.

A 100,000 gallon molasses tank is part of the facilities that will help the new plant maintain an hourly out-put of 1,000 sacks.

The officers are: L. B. Uttrell, Pres.; W. S. Howell, Vice-Pres.; and C. Powell Smith Sec'y and Treas.

PETERS & BRADLEY MILL CO.

Peaters & Bradley Mill Co. of Knoxville have

a 140 bbls mill situated on the L & N tracks where they do a large flour business in the territory contingent to Knoxville, delivering mostly by trucks.

R. T. LEVY & CO.

R. T. Levy & Co. enjoy an active brokerage business handling grain and merchandise for a number of northern, western, and eastern concerns. R. T. Levy is owner and manager.

DAVIS & SUSONG CO.

With the Tennessee River on the East side and the N. C. & St. L. tracks on the west, the Davis & Susong Co.'s Warehouse is admirably situated to handle grain by boat or by rail. The plant, which consists of two warehouses capable of storing 35,000 bus of sacked grain, is equipped with a small elevator for taking grain from boats to warehouse. The grain can then be loaded into wagons or box cars on track by means of a series of chutes. Grain is also received from either wagons or box cars direct to the lower floor of the warehouse. A large amount of ear corn is handled in season by this firm and a Barnard & Leas Mfg. Co. corn sheller is used. Mixed feed is a side line.

Davis & Susong have been engaged in a general grain, hay and feed shipping business since their organization in 1910, sending most of their shipments to the Southeast and local territory. Corn by boat is a specialty from both Northern and Southern Tennessee River points. The partners in the firm are Bruce Davis, J. A. Susong, E. T. Brown and C. E. Galbraith.

HACKNEY, KEARNS & LACKNEY.

The Hackney Feed Co., organized fifteen years ago, changed its name a few years back to Hackney, Broyles & Lackney, and in 1918 the firm became known as Hackney, Kearns & Lackney. They do a general grain, feed and field seed reshipping business, drawing their grain from Ohio River points and locally and shipping to the Southeastern trade. Their warehouse will hold 200,000 bus of sacked grain. The present officers of the firm are: Barron A. Morton, Pres., J. L. Kearns, Vice-Pres., S. A. Lackney, Sec'y, and P. A. Brady, Treas.

Calendars Received.

FROM JOHN E. BRENNAN & Co., Chicago. A large wall calendar. Contains nothing but dates and those big enough to see across the floor of the Board of Trade. Not beautiful, but strong on utility.

A SCENE FROM "HIAWATHA" stands out from a pretty calendar sent out by R. S. Cochran, the Plains, Va. Mr. Cochran is to be congratulated on his taste in selection.

TWO PRETTY FACES look from the front of a large and artistic calendar sent to the trade by the Updike Grain Co., Chicago, Milwaukee, Omaha and Sioux City. The grain trade is so practical and matter of fact that a bit of beauty like this coming from one of its firms is a pleasing surprise.

A COMBINATION calendar and map of Oklahoma is the new year offering of Geo. F. Milburn & Son, Fairland and Copeland. The back carries a lot of valuable information. A map or a calendar either is welcome; the two form a splendidly useful combination for the office.

EX-SERVICE MEN will appreciate the calendar issued by the Richardson Scale Co., of Passaic, N. J., which carries a colored battle scene, "Holding the Line." Its whole effect is harmonious and it will be a welcome addition to any office.

FROM THE GLOBE MILLS, El Paso, Tex., there comes a calendar whose feature is the face of a pretty girl. The calendar pad is small in size and all advertising matter is on the back. Probably intended to suggest that the product of the mills will be as welcome as the face of the girl.

FROM "DICK O'BANNON," Claremore, Okla. A calendar in colors, "The Turkey Roost." "What's the matter with the moon?" the turkeys want to know. Because they are turkeys and not seed men, they don't get the "O. B." on the face of the moon.

FROM URMSTON GRAIN CO., Indianapolis, Buffalo. A reproduction in colors of Chas. W. Peck's painting, "For the Freedom of the World," showing President Wilson addressing the joint session of Congress which preceded the declaration of war with Germany. Much more interesting than some of the fancy pictures ordinarily seen on calendars.



Above, left to right: Shelton Mills; Plant of Chattanooga Feed Co.

Below: Mill and Elevator of Mountain City Milling Co.; Winer Feed Co.'s Warehouse and Retail Store at Chattanooga, Tenn.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Mountain Home, Ark.—Dillen Underhill, who operates a mill and light plant, is interested in plans for a small concrete elvtr.

Little Rock, Ark.—The Tom Hill Grain Co. and L. N. Craghead are now out of business and the Munn-Burrow Brokerage Co. will be reorganized Jan. 1. Mr. Burrow retiring.

Fort Smith, Ark.—The sale of our plant to the Durrett Flour & Grain Co. was made last month and only affected the plant in this city. The report of the sale of the plant at Tonganoxie Kan., is somewhat confused. The Kramer-Fair Milling Co., Tonganoxie, Kan., thru Pres. J. A. Fair, owned the controlling stock in the Interstate Grain Co. here and they were backing the business. Last summer some changes occurred in the personnel of the officers and directors of the Kramer-Fair Milling Co. and I am advised their business was discontinued and the mill at Tonganoxie, leased to the Topeka Flour Mills who are now operating it. The writer was gen. mgr. and pres. of the Interstate Grain Co. until its business was discontinued at the time the changes were made in the Kramer-Fair Milling Co. at which time the stock of merchandise here was sold out and the plant sold last month as above. Our firm is doing a general grain and feed business in car lots here. We have leased a large warehouse owned by the Lesser Goldman Cotton Co.—Wenderoth Commission Co., Collie Wenderoth, mgr.

CALIFORNIA

Los Angeles, Cal.—The firm of Wilber & Co. has been dissolved.—S. C. Dunlap.

San Francisco, Cal.—The grain warehouse of Chas. E. Goss & Son burned Dec. 6, with a loss of \$50,000.

CANADA

Delia, Alta.—The Wolfe Elvtr. Co. is building an addition to its elvtr.

Montreal, Que.—Burton & Hanna, grain dealers, have recently registered.—B.

Red Deer, Alta.—Work has commenced on an elvtr. for the Alberta Pacific Grain Co.—B.

Ottawa, Ont.—The State Elevator Co., Ltd., has increased its capital stock from \$100,000 to \$1,000,000.—B.

Falls Creek, B. C.—The United Grain Growers, of New Westminster, has bot the 100,000-bu. Burret Elvtr.

St. Malachie, Que.—The grain elvtr. of the Dorchester Co. was destroyed by fire with a loss of \$150,000.—B.

Gladstone, Man.—The mill of the Echo Flour Mills Co. burned Nov. 29, but the elvtr. and warehouse were saved.

Montreal, Que.—The headquarters of the Wheat Export Co. are being removed from Winnipeg and Montreal.—B.

Winnipeg, Man.—Memberships transferred during November are as follows: D. F. Johnson Estate to G. P. Case, Minneapolis; A. R. Hargraff Estate to Allan Morrison, Winnipeg; S. W. Henderson to T. Brodie, Winnipeg; E. V. E. Raikes to M. Fuprey, Winnipeg, and A. G. Burton to A. P. Stuart, Montreal.

COLORADO

Trinidad, Colo.—The Rocky Mountain Bean Elvtr. Co., incorporated. The new company will establish cleaning plants at Hoehne, Colo., and Springer, N. M., with headquarters in this city. Officers are F. E. Dunlavy, pres.; F. E. Button, sec'y and M. J. Gleason, treas. and gen. mgr. Mr. Gleason has long been mgr. of the Trinidad Bean & Elvtr. Co.

Kersey, Colo.—The Great Western Alfalfa Milling Co. will build a plant here.

Eads, Colo.—The Eads Elvtr. Co. has recently completed a new office and scale shed.

Craig, Colo.—H. B. Kobey has bot the grain and feed business of Thos. W. Rayan.

ILLINOIS

Peoria, Ill.—Hittle Grain Co. incorporated; capital stock, \$50,000.

Springfield, Ill.—We have succeeded Lewis, Lynd & Co.—C. R. Lewis & Co.

Hillsdale, Ill.—Farmers are organizing a company to operate an elvtr. here.

Springfield, Ill.—The Fernandes Grain Co., Inc., has succeeded the Murphy Grain Co.

Paw Paw, Ill.—I am now mgr. for the Paw Paw Co-operative Grain Co.—Andrew Kerr.

Heyworth, Ill.—We have no elvtr. at this station at present.—Harrison & Ward Co., Clinton.

Fillmore, Ill.—We will build a new elvtr. in the spring.—C. A. McCallum, Farmers Co-operative Ass'n.

Thomasville, Ill.—Wm. Casey, mgr. for Wand, Todd & Co. has been seriously ill but is now convalescent.

Meadows, Ill.—We will remodel the North Elvtr. in the spring.—E. Oyer, mgr. Meadows Grain & Coal Co.

Cropsey, Ill.—The report that we are to build a new elvtr. is erroneous.—Henry Hierer, mgr. Cropsey Elvtr. Co.

Rochester, Ill.—The Farmers Elvtr. Co. will build a large elvtr. on the site that it bot about 3 years ago.

Cairo, Ill.—Earl Antrim, son of H. S. Antrim, will go into business at Honolulu, about the first of the year.

Odell, Ill.—We have bot the elvtr. of Gulshen & Gordon and now operate as Scott Greer & Co.—Scott Greer, mgr.

Thomasville, Ill.—I expect to quit the grain business altogether.—M. M. Carey, formerly agt. for Wand, Todd Co.

Grand Ridge, Ill.—I am now located in Cedar Rapids, Ia.—M. O. Stone, formerly connected with the Farmers Elvtr. Co.

Murrayville, Ill.—We will not build coal sheds as has been reported, for the present.—J. H. Fuller, mgr. Farmers' Elvtr. Co.

Alexis, Ill.—The elvtr. of C. E. Stambaugh has been closed for the season and Mr. Stambaugh will spend the winter in Aurora.

Lenzburg, Ill.—A few weeks ago my son and I sold our grain and feed business which we had conducted here for over 7 years.—Wm. Huth, Belleville.

Morrisonville, Ill.—John J. Murphy, formerly mgr. for the Farmers Grain Co. here, is now on the road for Ichtertz & Watson Commission Co., of St. Louis.

Elnwood, Ill.—We are not quite sure about repairs and machinery in our elvtr. this spring. It all depends on conditions, then.—Chas. P. Kennel, Elnwood Elvtr. Co.

Morrison, Ill.—Farmers Elvtr. & Supply Co. incorporated, capital stock \$100,000; R. A. No-raish, S. J. Craig, B. F. Hoover, S. N. James, and J. J. Bush, incorporators.

Lincoln, Ill.—A. L. Baker will succeed Ray Fernandez as mgr. of the office of the Rosenbaum Grain Co. Mr. Fernandez will take charge of the office of the Fernandez Grain Co. here.

Media, Ill.—The recently organized Farmers Grain Co. has bot the elvtrs. of C. C. Davis and W. W. Day. H. O. White, formerly mgr. for Davis, Day & White, is now mgr. He has been in the grain business here for the last 16 years.—W.

Hampshire, Ill.—I am now located in t city.—H. G. Widmayer, formerly agt. for Milwaukee Grain & Elvtr. Co. at Ewan, Wa.

Woodlawn, Ill.—We have completed our plant for a new elvtr. It will be of concrete, with 40,000-bu. capacity, and will be equipped with 2 dumps, 2 legs, manlift, cleaner, automatic scales, and 25-h.p. engine.—R. C. Williams, nu Farmers' Elvtr. Co.

Carbondale, Ill.—A 72-ft. smokestack, wh was being repaired on the elvtr. of the Carbondale Mill & Elvtr. Co., fell to the street carrying telephone and telegraf wires with it. Workmen had just removed a portion of the stack and had evidently not stayed the re securely. No one was hurt. The plant w closed temporarily.

Coles, Ill.—Scoop shovelers are numerous these parts. The ear corn demand is bringing them out like flies on a warm day. We are equipping our plant to handle ear corn wh is the only way we see to drive the scoopers back. The Farmers Grain Co. is also preparing to handle ear corn and the two of us ought to scare them away.—Ed Morris, Morris & Stone.

Sabina, Ill.—Some confusion as to the fact has arisen in that the Sabina Grain & Cd. Co., here and the firm of W. A. Walters & Co. are one and the same. They are separate firms. The firm of W. A. Walters & Co. bu a new elvtr. at that station this summer, in a clad building of 80,000-bu. capacity, modern in every respect. We do not wish to be misunderstood as being connected in any way with the Sabina Grain & Coal Co.—W. A. Walters & Co.

CHICAGO NOTES.

A board of trade membership sold recently at \$11,200 net to the buyer.

Trading in rye and barley started in t old oats pit on the Board of Trade Dec. 8.

The proposed change in the brokerage rule was defeated with only 18 votes in its favor, 626 against.

The Finance Com'te of the Board of Trade has fixed the rate of interest on advances t December at 6½%.

A petition was circulated asking the Board of Trade directors to remove the 200,000 bu limit on corn trading.

Chris. Peterson, formerly with Block, M. & Co. is now assistant in the cash co. dept. of the Bartlett-Frazier Co.

Adolph Gerstenberg, who has had an extended sick spell, is again on the floor, much to the pleasure of his many associates.

Sherman T. Edwards, for many years with the Hale & Edwards Co., is now supt. of t cereal division of the Portland Flour Mills Co. at Seattle, Wash.

James J. Fones has been mentioned for t 2d vice-pres. chair of the Chicago Board of Trade. Mr. Fones has served as director during the past 6 years.

The directors of the Board of Trade have ordered posted for ballot an amendment, sec. 3 of rule XXII to read "Provided the No. 4 corn can be delivered only during t months of November, December, January and February."

No opposition has been shown to the r election of Leslie F. Gates who has made a splendid record as pres. of the Board of Trade and he has been asked to serve for another year. He has been a member of the Board for 14 years and an official for 7.

The Grain Receivers Ass'n held its annual election, Dec. 18 with the following results: W. H. Perrine, pres. and John E. Brenna, vice-pres. Directors: H. A. Rumsey, George E. Booth, C. H. Thayer, R. W. Carder, C. Beach; sec'y, George F. Swenson.

An appeal has been sent to Pres. Wilson t directors of the Board of Trade asking him to hurry the peace settlement. The resolution were in part: Resolved, That the board of directors of the Board of Trade of the city of Chicago, speaking for the important interests it represents, urges upon the President of the United States and upon the United States Senate the great necessity of speedy action upon the peace treaty and earnestly appeals to them to make an earnest and vigorous effort to harmonize the differences now preventing action and so reach a compromise that can command the two-thirds vote of the Senate necessary for ratification.

Nominations for directors of the Board of Trade are as follows: Edward D. McDougal, Joseph Simons, Leroy L. Winters, Harry B. Godfrey and Edward Hymers.

John Kellogg, J. F. Cairns, T. E. Gardner and J. S. Grant have applied for membership in the Board of Trade. The following have been admitted to membership: R. M. Lockhart, Jr., J. C. Knoche, J. H. Van Dyke, E. S. Yeisley, H. C. Tweeden, D. H. Stark, Wm. Day, M. F. Murphy, U. J. Smith, A. E. Howland, W. F. Murphy, H. J. Wendel, J. A. Power, Jr., and F. J. Coughlin; and the following transfers posted: Est. of Robt. Pringle, C. G. Bogart, Est. Jas. Jenks, C. H. Albert, E. B. Cox, F. J. McClevey, F. E. Morgan, J. H. Hamilton, C. S. Bentley, D. R. Howland, A. J. Meents, M. L. Falk, C. M. Rich, A. J. Clark, and D. F. Johnson.

INDIANA

Modoc, Ind.—Farmers are interested in organizing a new elvtr. company.

Sullivan, Ind.—The Sullivan Mill & Elvtr. Co. has filed a certificate of dissolution.

Nappanee, Ind.—Cooper Bros. & Zook have installed an attrition mill in their plant.

Moran, Ind.—I have bot the elvtr. here and will take possession Jan. 1.—Otto Le Forge, Hamlet.

Treaty, Ind.—The Farmers Co-operative Co. incorporated; capital stock \$50,000; about 25 incorporators.

Walton, Ind.—The Farmers Elvtr. Co. is repairing its elvtr. and making many much needed improvements.

Plainville, Ind.—I am now located at Worthington, Ind.—Edw. E. Shaw, formerly mgr. of Hayes Milling Co. at this station.

Frankton, Ind.—The Union Grain Co. is planning to enlarge its elvtr. and remodel it generally. New equipment will be installed.

Uniondale, Ind.—The Uniondale Equity Exchange bot one of our elvtrs. last June but we are operating the other.—J. B. Miller, Miller & Brickley.

Mishawaka, Ind.—The recently incorporated Grange Elvtr. Co. has just completed its new 20,000-bu. elvtr. The company has a capital stock of \$50,000.

North Manchester, Ind.—The Farmers Co-operative Elvtr. Co. has incorporated with a capital stock of \$50,000, and has bot a site just west of the Vandalia Elvtr.

Frankfort, Ind.—We have bot the elvtr. of Stevenson & Bergen here known as the "Fair Ground" Elvtr.—Roy G. Wilkinson, formerly mgr. Farmers Elvtr. Co. of Lebanon.

Frankfort, Ind.—N. W. and Hugh Mattix, formerly at Lebanon, bot the elvtr. of the Clinton Grain Co. here. Hugh has just returned from overseas with a lieutenant.

Kirklin, Ind.—Contract has been let to J. A. Horn Co. for the building of a 26,000-bu. corn crib near the elvtr. by the Kirklin Grain Co. Work will be started in the spring.

Flora, Ind.—Hugh McCorkle, formerly mgr. for McCorkle Bros. & Riley at Lincoln, will be mgr. of the new elvtr. of the company here recently bot from Miller & Walker.

Jonesville, Ind.—The plant of the Ross Bros., recently sold at public auction and purchased by I. Ross, will be remodeled and put into operation as the Jonesville Mill & Elvtr. Co.—S. F. Ross.

Monon, Ind.—The elvtr. of D. L. Brookie, known as the Monon Elvtr., has been repainted and many other improvements are planned. A new feed mill will be installed in a new warehouse to be built.

Union City, Ind.—We have increased our capital stock to \$25,000, completely remodeled elvtr. and equipped it with new and up to date machinery. We will use old flour mill for feed storage and have installed electric freight lift and purchased truck for delivery. We have also put in steam heating system and electric motor for seed department; new Bauer Attrition Feed Grinder, new corn crusher. We have enlarged our storage capacity to 50,000 bus. of small grain and 8,000 of ear corn.—The Union City Elvtr. Co., H. W. Bauer, mgr., Union City.

INDIANAPOLIS LETTER.

Everett E. Allison is mgr. of the cash grain dept. of Steinhart-Bell Grain Co.

The Indiana Millers' Ass'n will hold its mid-winter meeting at Indianapolis Jan. 16.

Springer & McComas have installed 2 Randolph Grain Driers with a combined capacity of 12,000 bus., in their elvtr.

F. D. Hanks, of Decatur, Ill., formerly with Mueller & Young, of Chicago will travel Illinois and Indiana for us.—Hoosier Grain Co.

Bartlett-Frazier Co. has been admitted to membership in the Board of Trade and will open an office in the Board of Trade building with T. M. Connor, who was formerly with the Wagner Grain Co., at Kankakee, in charge as local mgr. Harold Wilcox, formerly with the Sawers Grain Co., is mgr. of the cash grain dept.

Indianapolis, Ind.—The annual meeting of the Indiana Grain Dealers' Ass'n will be held at the Board of Trade, here, Jan. 15, beginning at 10 a. m. A banquet or other entertainment will be provided for the evening. The program will be one of profit and interest to all grain dealers.—Chas. B. Riley, Sec'y.

IOWA

Jewell, Ia.—C. E. Gilman has succeeded O. E. Thompson as our asst. mgr.—Farmers Elvtr. Co.

Appleton, Ia.—We are going to repair our elvtr. and install an electric motor.—H. Dreyer, Jr.

Armstrong, Ia.—L. L. Lawrence, who formerly operated an elvtr. here, died recently at his home in Cedar Rapids.

Watkins, Ia.—Mail addressed to G. M. Fisher, formerly agt. for the Quaker Oats Co., has been returned "Unclaimed."

Hartley, Ia.—The elvtr. of the Farmers Elvtr. Co., recently bot by H. F. Broeders, has been leased to G. E. Heiner.

Charles City, Ia.—Roscoe F. Bennett has succeeded O. W. King as mgr. of the Farmers Exchange Co.—L. L. Druley.

Corwith, Ia.—I am now mgr. of the recently organized Co-operative Elvtr. Co. at this station.—Carl Krueger, West Bend.

Hawkeye, Ia.—We have bot an Attrition Feed Mill with two built-in 20-h. p. motors.—C. W. Jastrom, mgr. Farmers Elvtr. Co.

Lester, Ia.—Chas. Pavik, mgr. of the Farmers Elvtr. Co. at Pringhar, has bot the elvtr. of Bremer & Bremer at this station.

Defiance, Ia.—Sam Schryver will succeed H. C. Emme as buyer for the Defiance Grain Co., Mr. Emme, becoming mgr. of the elvtr.

Elk Horn, Ia.—Ole N. Oleson mgr. for the elvtr. and feed store here, has resigned and will work for the Rothschild Grain Co.

Humboldt, Ia.—E. B. Krominga, formerly mgr. for the Farmers Elvtr. Co. at Stratford, is now our mgr.—Farmers Co-operative Ass'n.

Edna, Ia.—As agent of the Quaker Oats Co. I have succeeded Mr. Harsh, who has gone into the grocery business in this place.—C. R. Grinyer.

Dedham, Ia.—The Brouse Grain & Lumber Co. will make many repairs in the spring, installing a dump. Some of the old machinery will be sold.

Anita, Ia.—We really expect to make some improvements in our elvtr. this spring and install new machinery. We have just a toy here.—Farmers Co-operative Elvtr. Co.

Randolph, Ia.—No elvtr. has burned here as reported. We are the only grain firm here, and will build a new warehouse and office as soon as weather permits.—Farmers Elvtr. Co.

Montezuma, Ia.—We have taken over the elvtr. of A. H. Thomas and will operate it in connection with a branch office here. Expect to have it in operation by the 25th.—W. H. Bartz, pres., W. H. Bartz & Co., Inc.

Truesdale, Ia.—The elvtr. of the Wilson Grain Co. is in operation altho no electricity has yet been supplied to the house which is built to be so driven. M. T. Fletcher is mgr.

Clearfield, Ia.—The Farmers Union has bot the old town hotel and will wreck it, to secure a site for a new brick and steel elvtr. Work will be started as soon as plans are completed.

Hampton, Ia.—O. O. McCaffree has been chosen mgr. of the Farmers Elvtr. Co., as successor to C. H. Scantlebury, who has bot an implement business. As mgr. of the Hampton-Kelley Canning Co. Mr. McCaffree has displayed marked business ability.

Wheelerwood (R. F. D. Mason City), Ia.—We own the elvtr. at this point and operate as the Independent Grain & Lumber Co., with headquarters at Mason City. I am their agt.—J. M. Seeley.

Davenport, Ia.—I have been transferred to the management of the new elvtr. of the Merchants Elvtr. Co., at this market, formerly being mgr. for the same company at Sioux Falls, S. D.—Horace McCord.

Odebolt, Ia.—A. B. Traeder has succeeded Tom Berryman as mgr. for the Farmers Elvtr. Co. Mr. Traeder was formerly sec'y and mgr. of the Odebolt Shippers Ass'n. Mr. Berryman resigned and has gone to his home in Mason City.

West Siding (Pocahontas p. o.), Ia.—Our new 75,000-bu. elvtr. is ready for the roof and we expect to open for business Feb. 1. W. J. West is pres. of our company which is a new one here.—C. Van Gundy, mgr. The Van West Grain Co.

Wiota, Ia.—Frank O. Lenoir, who is connected with the Rothschild Grain Co. at the Atlantic office, has bot the elvtr. of the company at this station and Gene Kellogg is now mgr. He will be associated with Mr. Lenoir in the grain business.

Williamsburg, Ia.—Henry Werdle, formerly in the grain, lumber and coal business at South Amana, will be mgr. for the recently incorporated Williamsburg Supply Co., after Jan. 1. The new company recently bot the elvtr. of the Jackson Grain Co.

Rolfe, Ia.—The Rolfe Grain & Milling Co. is contemplating some improvements in its plant, and will make them at once, if the weather will permit them to do a little concrete work. A 20x40 ft. warehouse will be erected along the track between the elvtr. and the corn-crib.

Grinnell, Ia.—We recently bot a brick block across the track from the elvtr. and have moved all our retail warehouses and office over there. We made a nice office and rest room and put in a new furnace. It is all O. K. now. Our elvtr. will have to be overhauled and repaired soon.—Farmers Elvtr. Co.

Tipton, Ia.—We began to operate as W. W. Little & Co., Dec. 15. I have sold an interest to W. T. Mahaffy and he will take active charge, running the business on a percentage basis and having entire control and management of it. Am leaving in a few days for Florida where I will spend the winter.—W. W. Little.

Badger, Ia.—The suit of the Farmers Grain Elvtr. Co. against Elmer Groat in a district court at Fort Dodge, was settled by the jury in favor of the defendant. The elvtr. company had brought suit against Mr. Groat in the sum of \$160, alleging that the company had lost that amount on grain which the defendant had failed to deliver according to contract.

Cedar Rapids, Ia.—After many years of experience in the grain business, E. S. Yeisley and H. A. Wiese have formed the Yeisley Grain Co. and acquired membership on the Chicago Board of Trade, to do a general grain and commission business. The main offices will be in this city. We have taken over the business and office of Simons, Day & Co., as correspondents, for this territory.—Yeisley Grain Co.

Des Moines, Ia.—Our 2,500,000-bu. elvtr. will be commenced as soon as the frost is out of the ground in the spring and will be pushed to completion so that it will be ready for operation in the fall or in time to handle the crop of 1920. The building itself will be of concrete construction, absolutely fireproof and will have the most modern machinery available. The site is not yet selected.—Planters Farmers Elvtr. Co.

SIoux CITY LETTER.

C. J. Furst will be connected with the McCaull-Dinsmore Co. after Jan. 1. He has been for the last 2 years with the Slaughter-Burke Co.

J. H. Shepard has resigned as mgr. for the Merriam Commission Co., of Omaha, at this market and will be associated with the Sloan-Simmons Grain Co., of St. Joseph.

V. E. Smith has resigned as mgr. for the Armour Grain Co. in this city and will be with the Slaughter-Burke Grain Co. E. J. Pratt, of Chicago, has succeeded him in the Armour office.

The Grain Belt Cereal Co. will build a large mill and elvtr. at Leeds, where a site has been secured. Washington Aldrich, for 18 years with the Cream of Wheat Co., will have charge of the plant.

The Warwick Grain Co., of Denver, has opened an office at this market with J. L. McClintock as mgr. Offices are in the Grain Exchange Bldg. Mr. McClintock was formerly with the Marshall Hall Grain Co., of St. Joseph, Mo.

The annual election of the Board of Trade was held Dec. 2 and the following officers elected: J. A. Tiedeman, pres. for another term; L. C. Button treas., and J. C. Mullaney was again appointed sec'y. The directors are H. J. Hutton, Wm. Slaughter, L. C. Button, and J. T. Scroggs.

KANSAS

Moline, Kan.—Lewis Wilson has bot the interest of J. W. White in the Moline Mill & Elvtr. Co.

Salina, Kan.—L. O. Barber has let contract to the White Star Co. for its new elvtr. and warehouse.

Ellinwood, Kan.—Oil burners have been installed under the boilers in the engine room of the Ellinwood Mill & Elvtr. Co.

Hutchinson, Kan.—New members of the Board of Trade are A. L. Ayers and D. J. Collingwood.—Ralph Russell, sec'y.

Herndon, Kan.—We are not connected with the Herndon Equity Exchange here. It is a new organization.—Herndon Grain Ass'n.

Dwight, Kan.—The new elvtr. of the Associated Mill & Elvtr. Co. is well under way and will be completed very soon. It has a capacity of 13,000 bus.

Elkhart, Kan.—We expect to handle grain in connection with our mill and will build an elvtr. of 30,000-bu. capacity. We will feature grain and feed in future.—W. J. Blackburn, mgr. The Elkhart Mills.

Randolph, Kan.—We have let contract for a 22,000-bu. elvtr. to cost \$12,800 to A. F. Roberts. We will install up-to-date Fairbanks Morse machinery and will operate as the Randolph Farmers Union Co-operative Ass'n.—M. R. Fritz, pres.

Tonganoxie, Kan.—The Durrett Flour & Grain Co. bot the warehouse of the Kramer Fair Milling Co. at Fort Smith, Ark., not at this station as reported. The plant here is being operated under lease by the milling company.—J. M. Blair, of Kramer Fair Milling Co.

Topeka, Kan.—An act authorizing the Public Utilities Commission to regulate the leasing of sites on the right of way will be introduced in the Legislature Jan. 5 and all grain dealers are urged by E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n. to see the representatives and senators from their districts and explain to them the necessity of such a law. It is published in full elsewhere in this number of the Journal.

Kingman, Kan.—The Independent Milling Co. recently held a meeting and voted unanimously to merge the interests of the company with those of the Associated Mill & Elvtr. Co., of Kansas City, Mo., which will increase the capacity of the mill to 400 bbls. per day, and construct a 100,000-bu. concrete elvtr. in connection with the mill. The old company owns elvtrs. at Basil and Rago, Kan., which are included in the deal. The affairs of the Independent Mill will be carried on in much the same manner as they have been in the past. H. F. Graly, gen. mgr. of the Independent Milling Co., will continue to manage the mill and elvtrs. in this city, and the business will be conducted under the name of the Independent Mill. W. L. Daniel, pres. of the Independent Milling Co., is to be transferred to the central offices of the Associated Mill & Elvtr. Co., at Kansas City, Mo., where he will occupy the position of sales mgr. for that organization.

Marysville, Kan.—The Larabee Flour Mills Corporation, of Kansas City, will build a 30,000-bu. re-inforced concrete tank elvtr. and headhouse at this point.

WICHITA LETTER.

Union Terminal Elvtr. & Milling Co. incorporated; capital stock \$600,000; M. C. Campbell, Carl Lamb and others, incorporators.

The wheat storage capacity of the Red Star Milling Co. is to be doubled as soon as building conditions are normal again. The mill will also be greatly enlarged.

Wichita, Kan.—Clyde C. Whitely, of the H-Q Hay & Grain Co., bot the interest of the Shaft Bros. in the company and is now pres. and gen. mgr. The capital stock has been increased from \$25,000 to \$50,000. A. L. Griswold is mgr. of the grain department.

LOUISIANA

New Iberia, La.—Mail addressed to the Iberia Grain Co. returned marked, "unclaimed" and "out of business."

Egan, La.—The Egan Warehouse & Feed Co., incorporated; capital stock, \$30,000; J. N. Leger, pres. and D. Leger, sec'y, incorporators.

Shreveport, La.—The Shreveport Mill & Elvtr. Co. is a partnership composed of Z. R. Lawhon, mgr., R. T. and G. W. Lawhon. We will build a large warehouse if our plans materialize. We will also want conveying and elevating machinery, for loading bulk grain and for sacking it.—Shreveport Mill & Elvtr. Co.

NEW ORLEANS LETTER.

We have not been in the grain business for some time and are now exclusively, steamboat agts., etc.—The J. H. W. Steele Co.

The firm of E. A. Leonhardt & Co. will be dissolved by mutual consent and will be succeeded by the Paul R. Kalman Co., Inc. Mr. Kalman was for many years with the old firm and had been managing partner for the last 4 years.—E. A. Leonhardt.

MARYLAND

BALTIMORE LETTER.

Baltimore, Md.—John Kellogg, of the Armour Grain Co., has applied for membership in the Chamber of Commerce.

Baltimore, Md.—The following have been named on the regular ticket for directors for the 3-year term on the Chamber of Commerce: J. Barry Mahool, Wm. C. Scott, Alfred W. Pleasants, J. Murdoch Dennis, and John J. Snyder. The election will be held the first week in January.

The Chamber of Commerce is another exchange that believes the question of peace should be forever settled now. It has sent a strong resolution to Pres. Wilson asking for a "peace that will secure for us the glory of the victories won by our boys, 'over there' and one that will be in keeping with the faith pledged our allies."

MICHIGAN

Sterling, Mich.—The Farmers Co-operative Co. has closed its warehouse here.—Sterling Elvtr. Co.

Richmond, Mich.—A Hall Signaling Distributor will be installed in the elvtr. of the Farmers Elvtr. Co.

Hastings, Mich.—Luke Waters sold his elvtr., feed mill, and storage building to the R. C. Fuller Lbr. Co.—Thos E. Waters.

Constantine, Mich.—T. J. Edwards and Chas. Rawson, of Montana, have bot the plant of the Constantine Milling Co., W. and M. Harvey, props.

Detroit, Mich.—Chas. A. Cullen has bot the bean brokerage business of the Lewellyn Bean Co. here and will handle the business on his own account.

Jackson, Mich.—I have disposed of my grain business here to the Myers-Marshall Grain Co. and shall make Los Angeles, Cal., my future home.—Willis E. Shelden.

La Peer, Mich.—Thousands of dollars worth of grain was partially destroyed by smoke and water when fire started in elvtr. of the Lapeer Grain Co. The owner, Mr. Churchill's loss will be heavy.

Tekonsha, Mich.—The mill and warehouse of the A. H. Randall Co. burned recently with a loss of \$100,000. The warehouses were filled with grain and with considerable flour. The plant was built in 1837.

Kingsley, Mich.—I expect to install elvtr. and feed mill machinery in my large brick warehouse about Feb. 1. The new warehouse is 3 stories high and is 40 x 90 ft. of brick construction.—Geo. W. Parker

McBride, Mich.—We did not install a distributor as reported. One was sent to us by mistake and we reshipped it to the Gleaners Clearing House Ass'n at Stanton, where it belonged. We will, however, install a 25 h. p., 2 cylinder oil engine for grinding. The steam

engine will be taken out as the boiler is unsafe.—M. J. Johnson, mgr. Gleaners Clearing Ass'n.

Muskegon, Mich.—After a retirement from active business for 2 years, Marcus A. Frost, pres. of the People's Milling Co., has resumed office and will now give his personal attention as mgr. to the plant. He will succeed Paul De Long, who has resigned to manage his own business known as the De Long Bros. Mill, North Muskegon.

Lansing, Mich.—The following bulletin has been sent to the members of the Michigan Hay & Grain Ass'n: The Warehouse Measure will undoubtedly come up at our next legislature and we have a strong Legislative committee to take care of our interests, to wit, T. J. Hubbard, Chairman, A. S. Dumon and W. B. Campbell. The Michigan Hay and Grain Ass'n must hold the line. Support your legislative committee. If Michigan gets state warehouses you may feel like the millers of North Dakota. The state pays its losses by taxing you. Who pays your losses? You do. Fight this pernicious legislation so that you will not be paying taxes to put yourselves out of business. What your legislative committee wants now is that you inform yourself and spread the gospel.—J. A. Carpenter, pres.

MINNESOTA

Backus, Minn.—Farmers have organized and will buy the elvtr. here.

Beltrami, Minn.—My elvtr. burned Aug. 1 and will be rebuilt in the spring.—C. O. Lekue.

West Concord, Minn.—The Farmers Elvtr. Co. contemplates the erection of another elvtr.

Monterey, Minn.—The Farmers Elvtr. Co. is now out of business, having surrendered its charter.

London, Minn.—The Speltz Grain & Coal Co. has installed a cleaner for succotash.—John Reisdorf, mgr.

Borup, Minn.—I sold my interest in the Independent Elvtr. to A. A. Pankratz.—A. G. Lundgren, Duluth.

Cannon Falls, Minn.—Mail addressed to C. J. Thompson, formerly mgr. for the E. R. Jones Co., is unclaimed.

Litchfield, Minn.—The Independent Elvtr. Co. has completed its new corn warehouse and installed new shellers.

Carlton, Minn.—The Carlton Mill & Elvtr. Co. incorporated; capital stock \$50,000; James McFarland, pres. and mgr.

Viola, Minn.—C. E. Richmond & Co., of Plainville, has repaired its elvtr. here and installed a Fairbanks-Morse Dump.

Dunnell, Minn.—Hubbard & Palmer of Mankato, have bot the elvtr. of J. E. Stockdale, of Estherville, located at this station.

Syre, Minn.—Geo. Mobeck, of Ulen, who recently sold his interest in Knutson & Mobeck there to his partner, has bot the elvtr. of the Monarch Elvtr. Co. here.

Grogan, Minn.—Clyde Seybel has succeeded W. A. James as mgr. for the Hubbard & Palmer Co., Mr. James going to Vernon Center.

Stanton, Minn.—I have bot the elvtr. of F. H. Shephards & Sons and will be sole owner and mgr. I shall operate as the Stanton Elvtr. Co.—J. O. Lund.

Detroit, Minn.—Our headquarters are at this station and we have elvtrs. here and at Ciscow and Dent, operating under local names. C. W. Johnson is pres. and S. I. Miller, sec'y-treas.—B. S. Miller, supt. Detroit Elvtr. Co.

Menahga, Minn.—Both the elvtrs. of the Farmers Co-operative Elvtr. Ass'n and the Farmers Grain & Shipping Co. are owned co-operatively. Reinhold Lohi is mgr. of the former and J. E. Johnson of the latter.

DULUTH LETTER.

Applications for transfers of membership in the Board of Trade have been made by Geo. F. Foster to Geo. W. Higby; Geo. Spalsbury to Grover C. Wilson; W. H. Kiichil to Harry J. Crofton; Siebel C. Harris to F. H. McCarthy, and James F. Barry to J. F. McCarthy and John A. Todd to Lewis Proctor & Co.

Elvtr. "I" the new annex to the plant of the Consolidated Elvtr. Co., has been completed. It is adjacent to elvtr. "H" and is connected with it by two 30-inch conveyor belts, discharging grain to the annex and one 30-inch conveyor and tripper to carry the grain to

"H". The annex is 84 x 250 ft. of re-inforced concrete construction and contains 48 circular tanks and 33 interstice bins. It is one of the most rapid handling elvtrs. of this company, and has a shipping capacity of 50,000 bus. from 3 spouts on the water side of the house. It is equipped with 3 1,200-bu. hopper scales, with 1,200-bu. garners over them. 3, 75-h. p. electric motors for operating the shipping legs, 2, 20-h. p. motors for the conveyor belts, 2, 20-h. p. and 1, 15-h. p. motors for the basement belts and 1, 5-h. p. motor for the short belt in the cupola. Barnett-McQueen Co., Ltd., did the work at a cost of \$250,000. The storage capacity of this city and Superior is now 36,325,000 bus.

MINNEAPOLIS LETTER.

Hans Sorenson has bot a membership in the Chamber of Commerce.

The Minnesota Farmers Grain Dealers Ass'n will hold its annual convention here Feb. 16 to 18.

Geo. W. Higby, formerly salesman for the H. L. Hankinson Co., has been appointed mgr. of the office here, succeeding Geo. Foster.

The following requests for transfer on the Chamber of Commerce have been made: From Joseph Chapman to Theodore Wold; J. R. Stewart to Hans Sorenson; R. C. Bagley to Charles W. Greene.

Because the plant of the Fruen Cereal Mill was of concrete construction, 30,000 bus. of wheat were saved when fire broke out in the mill building. Loss was only \$15,000 and the damage slight.

Harry R. Watts for the last 10 years a member of the Chamber of Commerce, died Dec. 15 from stomach trouble. He was a solicitor for the Wm. Dalrymple Co. and was very popular with the trade.

The directors of the Chamber of Commerce have announced that, in future, the death of a member of the exchange, shall be announced at 11 a. m. in the trading room, following the day of the death.

The name of Opsal-Fleming Co. has been added to the new firms now at this market. It is a co-partnership and offices have been opened in the Corn Exchange Building. Both partners were formerly with the St. Paul Milling Co.

F. R. Durant, mgr. of the Grain Bulletin, and wife left Dec. 22 for a vacation. They expect to spend the holidays at Cambridge with their daughter and her family and will sail Jan. 3 for a cruise around Porto Rico. Mr. Durant will probably be at home about Feb. 1.

A change from 10 to 14 days in the rule on calendar days was made Dec. 18 by a vote of 175 to 6 of the members of the Chamber of Commerce. As amended Sec. 15 of Rule VIII will read as follows: In case a specific number of days is not mentioned when contract is made, it shall be understood that shipment must be made within fourteen calendar days, such period to be reckoned from the day after full written or telegraphic shipping instructions are received by the seller at Minneapolis.

By a vote of 172 in favor to 12 against the members of the Chamber of Commerce on Dec. 18 adopted an amendment to Sec. 1, Rule XI, effective Sept. 20, 1920, providing for the delivery of flaxseed on future delivery trades and that no trading in flaxseed for future delivery be permitted in the exchange room prior to July 1, 1920. The contract grades will be: Any and all No. 1 flaxseed and No. 1 northwestern flaxseed, as established by the Joint Board of Grain Appeals or other properly constituted authority of the State of Minnesota, at the contract price; and also, any flaxseed; wherever grown, whose commercial value is equal to or better than No. 1 flaxseed; and any "merchantable" flaxseed of inferior quality, wherever grown, at a difference in price equal to the commercial difference in value as compared with No. 1 flaxseed.

P. M. Ingold, mgr. of the receiving department for the Gould Grain Co. for the last 10 years, is now mgr. of the receiving and merchandise department of the Sterling Grain Co.

MISSOURI

Centerview, Mo.—The Farmers Supply Co., incorporated; capital stock, \$10,000.

Nevada, Mo.—We have installed a flour mill in our plant.—Moss-Mead Grain Co.

Lamar, Mo.—The new elvtr. of Thos. Eggar has been completed and is ready for business.

Rockport, Mo.—R. I. Gross will build an elvtr. here in the spring. He has leased a site on the R. R.

Jamesport, Mo.—The recently organized Farmers Mill & Elvtr. Co. has laid the cornerstone of its new elvtr.

Hartsburg, Mo.—The recently organized Farmers Milling & Elvtr. Co. will build a new mill and elvtr. The company is incorporated for \$15,000. A. H. Wintermeyer, treas.-mgr.

Clinton, Mo.—The Larabee Flour Mills Corporation, of Kansas City, will build new tank elvtrs. and headhouse of re-inforced concrete, the elvtrs. to have a capacity of 30,000 bus.

Rayville, Mo.—We will rush construction on our elvtr. at this station as soon as spring opens and will operate it under the firm name of Clark Bros., the firm consisting of Elwood Clark and F. B. Clark.

Carrollton, Mo.—We have bot the elvtr. of O. A. Talbot & Co., on the Wabash R. R. and are now in possession. It cost us \$14,000. We organized in July and bot the Wiggins Elvtr. at that time.—R. D. Jay, mgr. Farmers Elvtr. Co.

Montgomery City, Mo.—We will let contracts for several modernly equipped monolithic concrete elvtrs. of from 10,000 to 20,000 bus. capacity at this city, Rhineland, McKittrick, Jonesburg, and Leige.—F. L. Cuno, sec y Producers Grain Co.

Humansville, Mo.—Our 12,000-bu. elvtr. is completed and is in operation, containing already about 5,000 bus. of wheat. We are equipped with 2 conveyors, one to and one from the mill operated by mill power, loads to or from car over automatic scale.—J. F. Bryant, pres., Humansville Mill & Elvtr. Co.

Palmyra, Mo.—The fire in our mill started from a hot box on 3d floor about 4 a. m., Nov. 21. The night gang discovered it and put it out with the mill hose. Our loss was promptly settled. It amounted to \$1,200. Our plant has been running for 63 years and this is our first fire.—Metcalf & Dingle.

Mercer, Mo.—I have sold my interest in the Alley Grain Co. and I am not connected with that firm at present, although we work for each others interest and do some trading between ourselves. I have since been operating under my own name, and am buying and shipping grain from a number of stations in this vicinity. I have a large feeder trade and handle large amounts of corn to local feeders thruout north Missouri on both a wholesale and brokerage basis. I buy from other dealers and confine my business now to handling car lots only.—A. A. Alley.

KANSAS CITY LETTER.

John M. Kelly, of the Kelly Milling Co., was married recently to Mrs. Edna Welch Downs.

Two more \$15,000 treasury membership applications have been filed on the Board of Trade. One is for Carol B. Ragan and the other for Wm. M. Young. Jos. Whyte, who was the first applicant for a treasury membership has been admitted, making 201 members of the exchange.

The members of the Board of Trade will vote Dec. 24, on the amendment to the rules, providing for the elimination of maximum commission charges for handling carlots of grain. If adopted the charge for handling all grain will be 1% of the selling price; mill feed, \$5 a car, alfalfa meal, 50c a ton. Present minimum charges will be retained.

The C. B. & Q. R. R. Co. has begun work on the reconstruction of the Murray elvtr. recently destroyed by an explosion. The new house will have about the same capacity as the other, 1,500,000 bus. and in its construction special attention will be paid to safety devices. It will cost about \$500,000. The Burrell Engineering & Construction Co. has the contract.

Wm. B. Young, formerly mgr. of the Vanderslice-Lynds Co., at Omaha, for several years, will be transferred to this office and will be floor salesman for the firm. J. P. Glandon will succeed him in Omaha where a new private wire is being installed.

ST. JOSEPH LETTER.

The McKee Grain Co. has succeeded the McKee, Lindley & Dunn Grain Co. Officers, management and ownership remain the same.—E. J. Danaker, McKee Grain Co.

F. C. Endelman has posted his Board of Trade membership for transfer to C. M. Lightner.

Vanderslice, Lynds Grain Co. will open an office at this market at an early date. The home offices are in Kansas City.

J. L. McClintock, formerly with the Marshall Hall Grain Co. here, is now mgr. of the Sioux City, Ia., office of the Warwick Grain Co.

The Vanderslice-Lynds Co. has bot all of the office equipment and effects of the Endelman Grain Co. which will go out of business at this market Jan. 1.

ST. LOUIS LETTER.

Lew Kauffman has resigned his position with the U. S. Food Administration and is now on the road for the De Armond Grain Co.

Edward Hunter of the Hunter Grain Co. has had a severe attack of influenza but is back on the "floor" much to the joy of his many friends.

John J. Murphy, formerly mgr. of the Farmers Grain Co., at Morrisonville, Ill., is now on the road for the Ichtertz & Watson Commission Co.

The Publicity Buro of the Merchants Exchange has been opened again by a com'tee of which "Harry" Watson is chairman and O. R. Coyle, mgr. A six months' trial will be given the dept.

Chas. Niemeier will in all probability be the next pres. of the Merchants Exchange on the regular ticket as there is no opposing ticket in the field. The election will be held the first week in January.

Ben S. Lang, of Burt H. Lang & Co., who for the last 2 years has been doing Y. M. C. A. work in France, has given up his grain business for good. He has just been elected a director of the American Trust Co.

An agreement has been effected between the Missouri Warehouse Commission and the Merchants Exchange, by Bert H. Lang, 2d vice-pres. of the U. S. Grain Corporation, whereby the weighing of all wheat for the government for export by way of the barge line will be under the supervision of the exchange.

MONTANA

Livingston, Mont.—D. H. Cameron has succeeded M. Gallagher as mgr. for the Park County Milling Co.

Hinsdale, Mont.—Noel Underwood recently succeeded M. D. McIver as mgr. for the Equity Elvtr. Ass'n.—E. J. Kayes.

Poplar, Mont.—The Imperial Elvtr. Co. has closed its house for the season. The Rugby Elvtr. Co. is the City Flour & Grain Co. or the Farmers Exchange and is still open.—X.

Square Butte, Mont.—All elvtrs. at this station are closed. H. H. Hillman is not mgr. for the elvtr. of the McCaull-Webster Elvtr. Co. but for the lumber yards and hardware store the company has here.—P.

Great Falls, Mont.—Much to the regret of the members of the Northwestern Grain Dealers Ass'n Sec'y H. N. Stockett has resigned, effective Jan. 1 or as soon thereafter as all matters in his office can be cleaned up. Mr. Stockett is also treas. of the organization. The directors and other members of the ass'n will hold a meeting in a few days to determine the best plan for the future maintenance and government of the organization.

NEBRASKA

Hampton, Neb.—The Hampton Elvtr. Co. has incorporated for \$7,950.

Crete, Neb.—Adolph Brit is mgr. of the elvtr. of the Farmers' Union Mill.

Pawnee City, Neb.—The Farmers Union will organize an elvtr. company and build a new elvtr. here.

Sutherland, Neb.—We have some of the material for our new elvtr. on the ground but will not start to build until spring on account of the severe weather here. We have no mgr. here at present.—Leypoldt & Pennington, Loup City.

Rockford, Neb.—O. Ruyle has bot the elvtr. of S. J. Douglas and will open it as soon as another mgr. for the Farmers' Union can be secured. He has been mgr. for the union for some time.

Farnum, Neb.—Harland Jones has succeeded G. D. Faulkner as mgr. for the Bodman-McConaughy Co.

Rosalie, Neb.—The Farmers' Union Co-operative Co. has been incorporated with a capital stock of \$50,000.

Norfolk, Neb.—It is reported that the Trans-Mississippi Grain Co., of Omaha, desire to open an office here.

Randolph, Neb.—J. L. Dennis has entered the grain business here and I have discontinued mine.—H. O. Peterson.

Springfield, Neb.—The Farmers Co-operative Grain Co. has making plans for the erection of a 25,000-bu. up-to-date elvtr.

St. Paul, Neb.—G. H. Bacon has resigned as mgr. for the Gooch Milling & Elvtr. Co. here and will move to Council Bluffs.

Mapps (York p. o.), Neb.—C. W. Miller has resigned as mgr. for the Farmers' Elvtr. Co. and will take a position in Duluth.

St. Paul, Neb.—F. E. Pope, mgr. Farmers' Elvtr. & Supply Co., recently fell on an icy pavement and painfully hurt himself.

Lindsay, Neb.—Jack Schad has resigned and has gone to his home in Minnesota. He was mgr. for the Nye-Schneider-Powder Co.

Genoa, Neb.—The Farmers Co-operative Grain & Mfg. Co. has made application for permission to sell \$6,600 of common stock securities.

Alma, Neb.—Richard Heinen, of Fairbury, has bot the interest in the West Elvtr. and is now operating same with Carl Jochens in charge.

Dalton, Neb.—I am now in charge of the elvtr. of the Central Granaries Co.—Paul M. Crammer. Mr. Crammer succeeded J. H. Hill.

Humphrey, Neb.—We will take possession of the Nye-Schneider-Fowler plant which we recently bot, Jan. 1.—J. F. English, mgr. Farmers Co-operative Grain & Lumber Co.

Valley, Neb.—The new office of the Valley Stock Yards & Grain Co. has been completed and feels "mighty" comfortable these cold days.

Harrisburg, Neb.—Farmers' Union Co-operative Supply Co. incorporated; capital stock \$10,000; incorporators, Lester Pelt, Harry I. and G. A. Miller.

OMAHA LETTER.

The Blackhawk Grain Co. will be one of the new firms, operating on the market, Jan. 1. At this writing the plans of the company have not been completed and announcement will be made later. C. W. Adams is at the head of the new company.

The Vanderslice-Lynds Grain Co. of Kansas City, Mo., will open a private wire office here with J. P. Glandon as mgr. W. B. Young who has been mgr. of the local office here for a number of years will be transferred to the home office where he will act as floor salesman on the Kansas City Board of Trade.

NEW ENGLAND

Freeport, Me.—I have sold my mill and warehouse to the Farmers Union.—O. L. Clark.

North Abington, Mass.—The J. Cushing Grain Co. has made extensive improvements in its plant, putting up a 70x80 ft. warehouse, etc.

Bristol, Conn.—The Bristol Grain & Supply Co. has been incorporated and has bot the business of James Eaton, taking possession Jan. 1.

Boston, Mass.—Officers of the Chamber of Commerce grain board's executive com'te were elected Dec. 10, as follows: Chairman, G. W. Eddy; vice-chairman, A. L. O'Toole; treas., W. G. Torrey; transportation com'te, A. L. O'Toole, A. K. Tapper and H. N. Vaughan.

Boston, Mass.—To show how the different varieties of grain are graded under Federal standards, a demonstration was held in the reading room of the Chamber of Commerce Dec. 10 under the direction of the U. S. Dept. of Agriculture.

St. Johnsbury, Vt.—The loss in our recent fire was \$30,000 on buildings, \$20,000 on machinery, and \$25,000 on grain, total approximating \$75,000; partly covered by blanket policy. Have splendid water power and site and are considering plans for a new elvtr. and corn cribs, also figuring on the installation of grinding equipment in elvtr.—B., A. H. McLeod Milling Co.

Rockville, Conn.—The Rockville Grain & Coal Co. has succeeded Edward White, who is well known, and who has been established here for

20 years. Our officers are pres. Samuel Lavitt, who on July last returned from Germany, where he served in the army of occupation as lieutenant of field artillery; vice-pres. Jacob Cohen; sec'y & treas., Albert Heller, out of the army since April last, who served as a sergeant in the 60th aerial photographic section; sales mgr., Joseph Lavitt, lately out of the navy, where he served as first class machinist, in the aviation corps. Our elvtr. has a capacity of 20,000-bu. loose grain, and about 49 cars of sacked feed. We use 4 electric motors, of 75 h. p. The elvtr. is of wood construction, and we unload direct from the cars into the store rooms.—Rockville Grain & Coal Co., Albert Heller, sec'y.

NEW JERSEY

Passaic, N. J.—We are gradually retiring from the grain business.—Campbell Morrell & Co., J. W. Clinton, treas.

NEW YORK

Moria, N. Y.—The plant of C. E. Brush & Son was burned to the ground Dec. 6. Not even the books and papers were saved.

Groveland, N. Y.—We have recently installed a Howe Sonander Automatic Scale with necessary elvtrs. for operating the power unloader, scale and distributor.—Ewart & Lake.

NEW YORK LETTER.

Carlos Folk, formerly pres. of the Argentine Import & Export Co. recently dissolved, is now representing P. N. Gray & Co. on the floor.

New members of the Produce Exchange are Wm. C. Schilthuis and Albert C. Matt. Applications for membership have been made by Wm. Knight and Clarence Penny.

Ernest Reiner, formerly at Kansas City, has been appointed mgr. of the J. Rosenbaum Grain office in the Produce Exchange in this city, and will assume active charge Jan. 1.

Chas. Y. Mallette, formerly with Keusch & Schwartz and H. F. Schwartz & Co., will represent J. S. Bache & Co. on the Produce Exchange. He will have charge of his company's private wire from Chicago.

Archie D. O'Neil is now associated with Lewis, Proctor & Co., after 2 years in the navy. For many years he was assistant mgr. of the Erie Elvtr. Co. in Jersey City and later mgr. for the Long Dock & Elvtr. Co.

Alex. Merkelson has been admitted to membership in the Produce Exchange. He has for many years been bookkeeper and office mgr. for the Nye Jenks Grain Co., but has now succeeded Edward Weed as asst cashier and floor mgr., Mr. Weed resigning to take a similar position with the Grain Growers Export Co., of Winnipeg and this city.

NORTH DAKOTA

McGregor, N. D.—A. Grinder, of Adams, has succeeded F. J. Pottner as mgr. for the Farmers Elvtr. Co.

Kloten, N. D.—I am at present out of the grain business. I resigned as mgr. for the Kloten Elvtr. Co. when it went into new hands and all the old directors resigned. I simply followed the crowd. I shall get back into the game next year.—J. G. Johnson.

Grand Forks, N. D.—The terminal elvtr. of the proposed state mill and elvtr. plant to be built here, will consist of 32 tanks, 30 ft. in diameter and 90 ft. deep with a capacity of 43,000 bus. each or a total of 1,376,000 bus. The plans also call for 21 interstate bins of 13,500 bus. each, making the entire capacity of the elvtr. 1,659,000 bus. The work house is to be 60 x 120 ft. and of re-inforced concrete construction. W. A. Anderson, sec'y of the Industrial Commission of North Dakota, says the plant will be ready for the 1920 crop.

Portal, N. D.—Suit has been brot by Mrs. Anna G. Kell, widow of Roy S. Kell, owner of the elvtr. of the Portal Grain Co. here, against the defunct Standard Grain Co., of Duluth. It is said she alleges that on the death of her husband she signed an agreement with the above company, which had handled the most of her husband's business, to turn over the elvtr. and business to the defendants for a consideration of \$50 a month. It is now alleged that the payments stopped last July and she petitions the court for the return of the elvtr. property to her on the grounds that the company has broken faith with her and failed to live up to its contract.

OHIO

Lisbon, O.—Chas. W. Coffee Co., of Salem has succeeded us here.—F. C. Binsley & Co.

Bowers, O.—The New Era Grain Co. has increased its capital stock from \$15,000 to \$20,000.

Loudenville, O.—Loudenville Mill & Grain Co. has increased its capital stock from \$100,000 to \$150,000.

Gettsburg, O.—I sold my elvtr. to the Equ Exchange and am now out of the grain business.—S. A. Myers.

Brighton (Wellington p. o.), O.—We have our elvtr. completed and are now ready for business.—Wm. C. Foote, mgr. Farmers Elvtr. Co.

Pemberton, O.—L. G. Stanely has sold his elvtr. to the Farmers Elvtr. Co. H. J. Stanley formerly in the grain business at Dawson, was be mgr.

Troy, O.—The Allen & Wheeler Co. will build an addition to its present elvtr. It will be of tank form and will have a total capacity of 250,000 bus.

Columbus, O.—The many friends of Sec'y J. W. McCord will be pleased to learn that he is improving rapidly after a minor operation at Mt. Carmel Hospital.

Mt. Sterling, O.—Our main office is at the station. We have an elvtr. at Cooks, which is the first station west of here on the B. & O.—C. H. Clark, of C. H. Clark Grain Co.

Sycamore, O.—The recently organized Sycamore Grain & Supply Co. has bot the mill of the Eureka Milling Co. and will take possession Jan. 1. The company also owns an elvtr. We will be known as the Eureka Milling & Supply Co.—O. H. Eyestooove, Sec'y.

Harrod, O.—I will enlarge and repair my elvtr. in March. Will equip it with electric and install up-to-date machinery. When finished the house will have a 20,000-bu. capacity.—Kirby White.

Rising Sun, O.—We have increased our capital stock from \$15,000 to \$50,000 and will start building a new elvtr. as soon as ground can be broken in the spring. We expect to erect a 20,000-bu. electrically driven house, modern in every detail.—C. A. Kureth, mgr. Farmers Commercial Grain & Seed Co.

Waverly, O.—The elvtr. of the Strittmatter Grain & Milling Co., adjoining its mill, was burned Dec. 11, together with 8,000 bus. corn and oats. Fire started in cupola in the evening. The elvtr. had been running night and day drying corn. Loss about \$35,000, fully insured. The elvtr. will be rebuilt.

McClure, O.—Geo. V. Randolph, pres. of the McClure Elvtr. Co., died Dec. 11. While on a hunting trip in the Northern Woods last winter, Mr. Randolph was stricken with the "Flu". Altho he faithfully performed his duties as pres., he had not fully recovered from the attack. He is survived by a wife and four children.—The McClure Elvtr. Co.

Grelton, O.—The elvtr. of the Farmers Grain & Seed Co. was saved from fire recently by the prompt use of a carbon tetrachloride fire extinguisher. A choke of one leg caused the belt to burn in two, but the fire was extinguished by an employee emptying an extinguisher in the elvtr. head casing. Four additional extinguishers were immediately installed.

Haviland, O.—The elvtr. and corn crib of the Haviland Elvtr. Co. were burned Dec. 4, 3 a. m. Fire started in the cupola. Fifteen hundred bus. of wheat and 7,000 bus. ear corn were destroyed. The steel tank adjoining was damaged to the amount of \$400 and the 20,000 bus. of oats in the tank were damaged 50%. The loss aggregated \$65,000, fully insured. The plant will be rebuilt.

Greenville, O.—As soon as weather conditions will permit, we expect to increase the capacity of our elvtr. recently bot from Helm & Reis, building vitrified tanks with a storage capacity of 100,000 bus. We will continue the elvtr. business and will move our feed plant to the same location, building an extensive warehouse, etc., some time next summer.—V. W. Mide, mgr. The United States Chemical Co.

Maplewood, O.—The elvtr. of the Maplewood Elvtr. Co. was set on fire Dec. 10th about 7 a. m. by an employee who used oil soaked rags to thaw out a frozen pipe to the water jacket of the engine. The house was completely destroyed together with 9,000 bus. oats and some merchandise. Loss \$19,000, fully insured. The office, warehouse and co

bin, together with 2,300 bus. of oats were saved. The elvtr. will be rebuilt immediately.

Columbus, O.—Free seed testing demonstrations for farmers and seed dealers will be a feature of the Farmers' Week program at Columbus from January 26 to 30. Two hours—from 8 to 10 o'clock—each day will be devoted to the work. The period on Monday will be used for registration; on Tuesday, for germination tests of grass and clover seed and identification of grass seeds; on Wednesday and Thursday to the identification of legume and weed seeds, respectively; and on Friday to practice in testing. Persons interested are requested to register in advance. The Ohio State Corn and Grain Show will be held the same week. The Ohio Grain Dealers' Association is offering a new trophy for the best exhibit by members of the state Men's 10 Acre Corn Contest.—Frank C. Dean, College of Agriculture.

OKLAHOMA

Sulphur, Okla.—E. J. Webb, of Butler, is building an elvtr. here.

Marshall, Okla.—Farmers are interested in the building of an elvtr. in this vicinity.

Marlow, Okla.—J. E. Shields & Co. have rebuilt their elvtr. and added a large corn crib and warehouse to the plant.

Billings, Okla.—We will install a 500-bu. per hour wheat cleaner and clipper.—K. Parlour, mgr. Billings Grain & Supply Co.

Heavener, Okla.—R. D. Turman, for many years in the grain business at Poteau, is now mgr. of the Heavener Grain Co. here.

Binger, Okla.—Eilson & Co. have bot the plant of the Binger Grain Co. and are installing new machinery as well as overhauling the plant.

Kildare, Okla.—I have succeeded J. Berghall as mgr. for the Kildare Elvtr. and he is now mgr. for the Swartz Lbr. Co., at Winfield, Kan.—C. M. Feagins.

Enid, Okla.—Dilts & Morgan, of Kansas City, Mo., have opened an office here with Paul Phillips in charge. The company has the Thomson & McKinnon wire.

Cordell, Okla.—The Farmers Co-operative Co. is figuring on a 30,000-bu. elvtr. here. Improvements will be made on our elvtr. at this station, to the amount of \$12,000. Price & Lorenz will succeed Geis & Price, Mar. 1, 1920.—R. A. Sanders, mgr. Oklahoma Mill & Elvtr. Co.

Chickasha, Okla.—The Washita Valley Broom Corn & Storage Co. has bot the old knitting mill building and has remodeled it into one of the largest broom corn warehouses in the Southwest. It has a capacity of 15,000 tons. The company will build another warehouse soon. Scott Moore, of Lindsay, is pres.

OREGON

Kent, Ore.—The Kent Elvtr. Co. has increased its capital stock from \$25,000 to \$30,000.

Portland, Ore.—The Astoria Flouring Mills have closed down temporarily, until such time that the railroads can transport wheat from Eastern Oregon.

PENNSYLVANIA

PHILADELPHIA LETTER.

Philadelphia, Pa.—Frank M. Turnbull has severed his connections with the Taylor & Bour-nique Co. and is engaged in the brokerage business on his own account.

Wm. M. Richardson, senior member of Richardson Bros. Co., members of the Commercial Exchange and pres. of the Philadelphia Export Co., has bot the American League Baseball Club of Washington. Sessions on the exchange are liable to be short next summer when this team plays at Philadelphia.

Philadelphia, Pa.—The grain board, of the Commercial Exchange, has decided that space should not be allowed to individuals or firms engaged in the grain business, for holding grain for export shipments but that the present system of control by the grain administration shall be continued as long as federal supervision is in control. The plan of allotting space it is that, would cause confusion and delay. Permission to accumulate a reasonable amount of unsold grain in elvtrs. providing it

be moved within less than 30 days of the time of receipt, was given to shippers by H. D. Irwin, 2d vice-pres. of the U. S. Grain Corporation.

SOUTH DAKOTA

Hudson, S. D.—The Hunting Elvtr. Co. has equipped its elvtr. here and the one at Worthington with dump scales.

Spearfish, S. D.—The D. J. Toomey Produce Co., Inc. will build a 5,000-bu. elvtr. and storage tanks of about 20,000 bus. capacity.

Glenham, S. D.—Mail addressed to F. J. Pangburn, formerly agt. for Geo. C. Bagley Elvtr. Co. here, is returned unclaimed.

Henkin (Wentworth p. o.), S. D.—Steele Bros., props. of the Saranac Elvtr., have opened it for business. The elvtr. was recently completed.

Avon, S. D.—The Carlon Elvtr. Co. put a new foundation under its elvtr. and has just equipped it with a truck dump, automatic scales, manlift and Howe Engine.

Sioux Falls, S. D.—Horace McCord, formerly agt. for the Merchants Elvtr. Co., here, has been transferred to the new elvtr. of the same company at Davenport, Ia. He will be mgr. there.

Naomi (Lennox p. o.), S. D.—The Western Terminal Elvtr. Co., of Sioux City, will build an addition to the elvtr. it recently bot of the Fritzon Grain Co. at this station. I am agt. here.—O. J. Sloan.

SOUTHEAST

West Jackson, Miss.—Mail addressed to the Harding-Coor Co. is returned "unclaimed."

Meridian, Miss.—The elvtr. of the Meridian Elvtr. Co. burned on Dec. 15 with a loss of \$75,000.—Feld Bros.

Columbia, S. C.—The Columbia Grain & Provision Co. is spending \$7,000 on additions to its plant and new equipment.

Valdosta, Ga.—The South Georgia Milling Co. incorporated; capital stock \$20,000; incorporators, J. F. Fender, Jr., M. L. Mizell, and R. H. and J. B. Parramore.

Birmingham, Ala.—That the Chamber of Commerce hereafter will have charge of the grain inspection activities formerly conducted by the Grain Exchange, was announced by J. Chapline Hodges, pres. of the exchange. This action has been taken by the directors of the Chamber of Commerce on request of the exchange, Mr. Hodges explaining that it is desired that there be no doubt in the minds of shippers as to the impartiality of the grain inspection in this city. M. J. Kendrick, the licensed inspector, who also has the title of national hay inspector, is a government appointee, but his salary has been paid by the Birmingham Grain Exchange because there is no federal appropriation to defray these expenses. Hereafter his salary will be paid by the Chamber of Commerce and he will have the status of a semi-public official.

TENNESSEE

Murfreesboro, Tenn.—We have just entered the milling and grain business here.—Murfreesboro Mill Co.

Fayetteville, Tenn.—J. L. Scott, C. S. Buchanan and J. S. McPhail have bot the warehouse property of H. K. Holman, and will operate under the firm name of the Fayetteville Grain Co.—A. D. Harbin.

Franklin, Tenn.—Chas. Corn has bot the interest of W. F. Eakin, his former partner, in the Lillie Mill & Elvtr. Co. Mr. Corn and his two sons will continue the business.—A. D. Harbin.

Franklin, Tenn.—W. H. English has a new corrugated, galvanized iron, frame warehouse and wooden bin elvtr. combined. He has installed automatic scale, cleaner and electric power. He has a room or hut separate from warehouse, equipped with 2 electrically driven sewing machines for patching sacks. Says the equipment saves him money on account of sacks being so high. Most of the grain shipped from here is sacked. He also has his corn sheller in a separate house. The Lillie Mill Co. has added 2 new concrete tanks of 20,000-bu. each.—H. M. Holden, Washington, D. C.

Richman, Tenn.—We have no grain dealers east of Lebanon or west of Knoxville. Some produce dealers, general merchants and small millers like myself handle a little grain, but none of importance.—S. K. Cannon.

Knoxville, Tenn.—We are building a modern, fireproof concrete elvtr. at our plant to accommodate 80,000 to 90,000 bus of grain. It will be equipped with the latest equipment and will have a handling capacity of 3,000 bus. per hour.—Security Mills & Feed Co.

Fayetteville, Tenn.—My father established the grain business I recently sold to the Fayette Grain Co., in 1876 and I suppose we have handled as much, if not more grain than any country dealers in the state, but that has been due to the fact that we bot whenever offerings were attractive and shipped from that point to our market. However at this city we handled wheat, corn, oats, barley, rye and field seeds all of which are produced in abundance around us.—H. K. Holman, Washington, D. C.

Tennessee grain dealers have recently received copies of the Regulations for Grain Warehouses and under the U. S. Warehouse Act, and as a result of the financial aid to be obtained by making use of the receipts issued thereunder, and other benefits to be derived from becoming licensed, many dealers at Nashville, Chattanooga and smaller points have applied for licenses. The indications are that many other dealers will follow suit and become members of the Federal Warehouse System.—A. D. Harbin.

Columbia, Tenn.—The mill of the Columbia Mill & Elvtr. Co. W. A. Dale and R. L. McKinney, props., burned at 5 p. m., Dec. 9 with a loss of \$85,000; insurance \$45,500. Hard fighting kept the flames from spreading to the big elvtrs. close by, which contained \$200,000 worth of grain. The office and all books and papers of the company were also saved. It is believed that the fire started from a hot box in the shafting, leading to the 2d floor. The plant will be rebuilt at once on a larger scale.

NASHVILLE LETTER.

The Hall Hay & Grain Co. has filed articles of dissolution and surrendered its charter to the state.

J. T. Roberts chief inspector of the Grain Exchange, left Dec. 12, for Turlock, Cal. His family is located there and he will spend Christmas with them. He expects to come back about the first of the year.—W. M. Binkley, Licensed Inspector.

MEMPHIS LETTER.

John T. Leonard & Co. will build a feed and grain warehouse, if present plans materialize.

The Sloan Commission Co. has been admitted to membership in the Merchants Exchange. W. C. Charles, formerly with G. H. Hurley & Co., of St. Louis, is mgr.

The new Quaker Oats plant will have a capacity of 250,000 bus. and will consist of 18 concrete tanks. The Leonard Construction Co. has the contract.

TEXAS

Ranger, Tex.—I am building an elvtr. here.—W. J. McFarland.

Kasota, Tex.—McAllister Bros. are reported to be interested in building an elvtr. here.

Sweetwater, Tex.—J. B. Ballard, of Royse City has bot a site for an elvtr. and will build at once.

Tulia, Tex.—Mail addressed to the Tulia Grain & Coal Co. is returned, marked "Out of Business."

Dallas, Tex.—The elvtr. of the Pulliam-Tre-witt Grain Co. was partially destroyed by fire. It was a frame house.

Spearman, Tex.—We are building an elvtr. here.—Probst Grain Co., G. W. Pike, mgr. at Booker (La Kemp, Okla.).

Dallas, Tex.—Gracey Grain Co. incorporated; capital stock \$50,000; A. L. and H. H. Gracey and C. M. Shannon incorporators. The company will build a 2 story 50x80 ft. warehouse addition to its house.

McAllen, Tex.—The only elvtrs. here are operated by the E. F. Nordmeyer Elvtr. Co. and the elvtr. formerly operated by the McAllen State Bonded Warehouse Co., later leased to the Pharr State Bonded Warehouse Co., which has been closed for several months.—E. F. Nordmeyer.

Stamford, Tex.—We have converted our grain business to an entirely different line and out of the grain trade.—J. L. Bowen.

Plainview, Tex.—The Harvest Queen Mills have let contract for a 300,000-bu. reinforced concrete elvtr. A. G. Hinn is mgr.

Cisco, Tex.—J. N. McConnell, pres. of the Cisco Grain Co., has bot the site of the present building and will later add to the plant.

Abilene, Tex.—The Yarbrough Mill & Grain Co. is building a 50,000-bu. elvtr., a 49 x 100 ft. warehouse and a 3 story and concrete mill at this point.

Dallas, Tex.—The frame elvtr. of the Mutual Milling Co., containing a large quantity of grain recently burned with a loss of several thousand dollars.

Amarillo, Tex.—The new mill and elvtr. now being completed here will be operated under the name of the Great West Mill & Elvtr. Co. E. R. Humphreys, who until recently connected with the Oklahoma City Milling Co., will be mgr.

Kingsville, Tex.—We wish to announce The Bishop Mfg. Co. of Bishop, Tex., is moving its grain mill, elvtr. and ice factory to Kingsville, merging same with the Kingsville Commission Co. to be known as the Kingsville Ice & Milling Co. The Bishop Mfg. Co. will continue operating its gins in and near Bishop; also the Kingsville Commission Co. will continue their insurance and oil business. The new firm will handle the retail grain business, for the present, at the Kingsville Commission Co.'s old stand. Officers are R. Driscoll, Driscoll, Tex., pres.; John Finagan, Kingsville, Tex., vice-pres.; M. Nuckols, Bishop, Tex., sec'y and gen. mgr., will move to Kingsville.—Bishop Manufacturing Co., Kingsville Commission Co. and Kingsville Ice & Milling Co.

FORT WORTH LETTER.

The E. G. Rall Grain Co. has let the contract for a concrete working house to replace the old wooden building which was recently destroyed by fire.

The report, about the burning of a shack near The Fort Worth Elevators Co.'s plant damaging the plant, was ridiculous. Both elvtrs. and the warehouse of the company are constructed of reinforced concrete and the storage annex is of steel. Building and contents is given a rate of 12½ ct. per \$100.

The concrete elvtr. at Riverside, which has been idle for the past year or two, has recently been purchased by the Smith Bros. Grain Co., and it is understood that they will install a drier and other additional machinery and use the plant in connection with their old elvtr. for handling grain which is out of condition, and for their seed business.

The Grain & Cotton Exchange will probably move into a new building to be erected for the Neil P. Anderson Cotton Co. The building will be fireproof, 11 stories high and up-to-date in all equipments. It is thot that all of the grain and cotton dealers will also move their offices into the building. Contract has been let and work is to be started soon.

UTAH

Tremonton, Utah.—The Tremonton Mill & Elvtr. Co. incorporated; capital stock \$50,000; 34 incorporators.

Salina, Utah.—The Farmers Equity Milling & Elvtr. Co. has completed its new plant and it was formally opened Dec. 10. A buffet luncheon was served and dancing was the evening entertainment.

WASHINGTON

Ilwaco, Wash.—A grain and hay warehouse will be built at this station for A. T. Samuels and L. A. Shiber.

Crabtree (Garfield p. o.), Wash.—Farmers are rapidly organizing an elvtr. company to build a \$15,000 elvtr.

Ewan, Wash.—H. G. Widnayer, formerly agt. for the Milwaukee Grain & Elvtr. Co., here is now located at Hampshire, Ill.

Spokane, Wash.—The Johnson Grain Co. incorporated; capital stock, \$30,000; C. E. and H. S. Johnson, incorporators.

East Stanwood, Wash.—We have installed a No. 3 Monitor Cleaner and a 15-ton auto truck scale.—Stanwood Grain Co., G. R. Hurd.

Walla Walla, Wash.—H. L. Copeland & Co. will build four concrete tanks of reinforced concrete, 75 ft. high. The elvtr. will cost \$12,365.

Spokane, Wash.—The Idaho Bean & Elvtr. Co. of Troy, Ida., has bot the warehouse here that it has been using as a grading and storing plant. It is 4 stories and basement and is 65x90 ft.

Spokane, Wash.—The Centennial Mills Co. is making plans for the erection of a new plant just as soon as the controversy between the company and the City Council over certain streets used is settled. The mill will be 8 stories of re-inforced concrete with 27 re-inforced concrete tanks of 1,000,000 bus. capacity. There will also be a concrete warehouse which will be 7 stories high and hold 250,000 bus. The approximate cost of the buildings is \$1,000,000.

Tacoma, Wash.—Members of the Tacoma Grain Ass'n have organized the Tacoma Grain Exchange which will be conducted along the lines of similar exchanges. The new exchange, announced Dec. 12 following a meeting of directors, it had secured applications for memberships from a number of outside concerns. The exchange will begin its active functioning on Jan. 1. Offices have been secured in the Tacoma Building. The officers of the exchange are: F. B. Burke, pres.; P. S. Brown, sec'y-treas., and L. M. Daniel, mgr. Directors are H. B. Clark, William Irons, C. E. Curran, John B. Stevens, Fred Kenworthy, W. A. Farr, and F. W. Chevill.

WISCONSIN

Wolf Creek (R. R. 1), Wis.—I have discontinued my grain business.—Wm. Lindgren.

Sparta, Wis.—Eugene Arnold has succeeded G. J. Huhn as agt. for the Dodge & Dooker Mills.

Medford, Wis.—A new mill is being built at Rib Lake about 18 miles from here. No one is shipping grain from here.—C. L. Perkins.

Spring Green, Wis.—A scoop shoveler is operating here. The only regular grain firm is Marcus & Son, who operate a 6,000-bu. elvtr.—E. Frederickson.

Ettrick, Wis.—The new elvtr. of the Farmers Elvtr. Co. will be completed in a few weeks and will be ready for business the last of the month.—H. T. Horgaard.

Fond du Lac, Wis.—The M. B. Helmer Milling Co. has added 20 ft. to the top of the elvtr., increasing its bin capacity. Many other improvements are being made including power unloading equipment.

Cochrane, Wis.—The Cochrane Grain & Commission Co. has succeeded the R. E. Jens Co., the latter company having entirely discontinued business. We have no scoop shovel merchants and are the only firm now doing business.—A. E. Guettinger, agt. Cochrane Grain & Commission Co.

MILWAUKEE LETTER.

Chas. F. Glavin, who went into bankruptcy in 1915, with liabilities amounting to \$171,915, will pay his creditors in full, according to his attorney, E. H. Bottum. The initial payment will be 10% of each claim.

The Stanley Grain Co. of Iowa, with a capital stock of \$500,000 has been licensed to do business in this state. C. A. Howlton, 2d. vice-pres. will represent the firm here and will have offices in the Chamber of Commerce Bldg.

WYOMING

Glendo, Wyo.—I am out of the grain business.—C. L. Reitter.

Aladdin, Wyo.—Ralph Nicholson will be mgr. for the Tri-State Milling Co. of S. D. at this place. He will have charge of the elvtr.

Sheridan, Wyo.—The site of the new milling plant of the J. W. Denio Milling Co. has been bot and building of the new plant will be started at once. The old plant recently burned, with a loss of \$20,000, and the company later bot the plant of the Farmers Mill & Elvtr. Co., which company had been out of business for some time.

PRESIDENT CARRANZA has given permission to export 30,000,000 lbs. of corn from Mexico to the United States.

S. Zorn, Louisville Grain Dealer, Dead

Sebastian Zorn, pres. of S. Zorn & Co., one of the large grain companies of Louisville, Ky., died of heart disease Dec. 15. His age was 66. He was born in Louisville and received his education in the public schools. He entered the employ of George W. Smith & Son; when it was organized as Ferguson, Smith & Co. he became a member of the firm.

Mr. Zorn served four years as president of the Louisville Water Co. As chairman of the Fire Insurance Com'te of the Louisville Board of Trade he assisted in the reorganization of the State Fire Insurance department and the regulation of rates.

He took hold of the run down water company's equipment and built it up into a modern system, and fought in the legislature and the courts for the reduction of insurance rates to the citizens that they were entitled to by reason of the improved fire protection. He survived by a daughter and one son, Garnett.

A Period of Liquidation Ahead.

The situation is a most interesting one. Here we are with a decided surplus of all kinds of grain, no likelihood of being able to sell much of it for export, as the exchange and shipping situation, together with the competition of other surplus countries, is absolutely against it, yet owing to the unrest of the labor classes and rundown condition of the railroads, the producer is prevented from marketing his crops and the speculator taking advantage of the situation is a material factor in continuing the advance in the H. C. L.

There has been a fair amount of oats sold for export and it is announced that we will soon be doing a big export business in corn. This seems to us idle gossip. Food prices in Europe, particularly in England, are gradually declining and they cannot understand the advance in our country of plenty. A friend who has just returned from France tells us that figured on a dollar basis, food in Germany, France and England is cheaper than in the United States—that American buyers are flocking to Germany, where figured on present value of marks, everything is very cheap. A good room with bath in the best hotel in Berlin is one dollar a day. When German merchandise reaches the United States in volume, you can easily figure what is going to happen to American wages. We have it on reliable authority that there is a considerable surplus of wheat in Southern Russia. The railroads are demoralized, but Russia needs money more than anything else, so a way will probably be found to get this wheat to Black Sea ports. This would make Europe absolutely independent of us.

There is no possible chance of Europe buying much grain of us, even if we give them credit, as our prices are so decidedly above those of Argentina and other countries let alone the exchange situation. A proof of this are the contracts made this week of cargo lots of Argentine wheat and corn at the price delivered New York that is decidedly under the cost of our own grain, and oats were offered at 20c under the cost of the domestic. Europe will only buy of us to meet an emergency on account of the short haul. We therefore feel that we have a period of liquidation ahead of us that is apt to be pretty serious affair. It probably won't come until the railroads can supply cars and move them freely. The Receivers Ass'n have com'te that is endeavoring to impress upon the Attorney General and Railway Administration the absolute necessity of moving this grain from the country as a most important step towards reducing the H. C. L.—W. H. Perrine & Co.

DURING THE WINTER of 1897, 156 schooners were laid up in the ports of Chicago and South Chicago. Today a sailing vessel is seldom seen in either harbor.

Seeds

PLEASANT HILL, ILL.—Elmore & Lemmon have erected a new seed warehouse.

GREEN BAY, WIS.—The Green Bay Seed & Feed Co. has discontinued its business.—C. A. Osen.

UNIONDALE, IND.—The Miller & Brickley Grain Co. has opened a new warehouse for seed storage.

SPOKANE, WASH.—Mail addressed to the Washington Seed Co., a recently organized concern, is returned "uncalled for."

BOSTON, MASS.—R. and J. Farquhar have incorporated a company to deal in seeds and bulbs, with a capital stock of \$500,000.

NEW YORK, N. Y.—Frederick S. Radway, of the I. L. Radwaner Seed Co., has returned from a ten-weeks' trip in continental Europe.

BELOIT, KAN.—H. F. Shurtz & Sons have bought out the Beloit Seed Co. They will handle seeds in addition to poultry, feeds, etc.

LINCOLN, NEB.—Yield of clover, timothy and alsike is normal. Alfalfa very short; sudan, increase over normal, millet, normal; cane, normal.—X.

SIOUX CITY, IA.—The Wertz Seed Co. has increased its capital stock from \$50,000. to \$100,000. It was formerly known as the Wertz Seed & Bird Co.

HIAWATHA, KAN.—Very little clover, timothy and alfalfa seed raised in the locality this season. Not enough for home demands. Brown Co. Seed House.

CHEHALIS, WASH.—J. W. Elston has started a seed cleaning and grading plant in buildings he purchased recently. He reports a heavy production of grass seeds.

TORONTO, ONT.—Herman J. Simmers of the firm of J. A. Simmers, Limited, seed merchants, who died suddenly in October, left an estate valued at \$156,813.—B.

FARIBAULT, MINN.—A. K. Woods will be associated with H. P. Bell in the management of the Bell Seed & Produce Co., having bought a half interest in the business.

KENTLAND, IND.—The new seed corn warehouse of Ainsworth Bros. & Boone is ready to occupy. It is 50x100 feet in size, five stories high and equipped with modern machinery.

YUMA, ARIZ.—The Delta Seed & Feed Co. will open a wholesale and retail store, specializing in alfalfa, Bermuda grass and other field and grass seeds. John C. Eichenhauer is manager.

OUT of a total of 900,000 tons of flaxseed exported from the Argentine Republic this year, 350,000 tons went to the United States. In 1913, only 4,500 tons of flaxseed were exported to the United States.

LOS ANGELES, CAL.—A large warehouse has been leased by the Aggeler & Musser Seed Co., on a street leading to the business district, on a site 110x234 feet. In addition to the building leased, they will erect a mill building for the installation of cleaning machinery.

Imports and Exports of Seeds.

October imports and exports of seeds compared with October, 1918, and for the 10 months ending October are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS.		10 mos. ending Oct.	
	1919.	1918.	1919.	1918.
Flaxseed, bus.	1,478,899	395,015	10,425,696	11,993,789
Castor beans, bus.	79,561	7,947	872,960	569,915
Red clover, lbs.	601,560	4,050	4,620,387	884,766
Other clov., lbs.	2,514,521	1,703,247	13,995,453	7,370,285
Other grass seed	2,660,787	405,807	10,393,675	5,275,717
Sugar beet, lbs.	3,158,991	66,005	5,846,968	4,194,398
EXPORTS.				
Flaxseed, bus.	1,318	11,016	8,845	18,232
Clover, seed, lbs.	392,589	113,222	6,171,983	4,424,317
Other grass seeds	415,143	52,092	3,177,928	3,984,050

THE ANNUAL MEETING of the Ass'n of Seed Analysts will be held in St. Louis Dec. 29 and 30. Topics to come up for discussion will be legislation, either passed or proposed, and experimental work.

MINNEAPOLIS, MINN.—Receipts and shipments of seeds for the month of November were as follows: Flaxseed, 568,410 bus. as against 857,220 bus. for November, 1918; shipments, 45,880 bus. against 272,240 bus. for November, 1918.

IN MISSOURI ON JAN. 1 a law will go into effect requiring a uniform tag on all shipments of seeds within the State. Members of the State Seed Dealers' Ass'n have been in conference with officers of the State Board of Agri. to decide on a form to be used.

ACCORDING to the new standard of the California Bean Dealers Ass'n, "choice re-cleaned" should contain 98 per cent of sound, merchantable beans, while "No. 1 re-cleaned" should be equal to or better than the average of the grade for the current season at time of shipment.

YAKIMA, WASH.—In a suit against the Yakima Milling Co., C. E. Elliott recovered a judgment of \$1,650. The action grew out of the sale by the milling company to Mr. Elliott of fall wheat, instead of spring wheat, for seed. The wheat failed to mature and the farmer sued for damages.

REGINA, SASK.—Premier Martin at the opening of the Assembly outlined the measures for furnishing seed grain in the districts where there were crop failures. Loan companies will handle seed grain relief in organized districts as last year. The Federal Government will look after requirements where unpatented lands are concerned but the province will administer the relief.—B.

OTTAWA, ONT.—The balance sheet covering the operations of the Canadian Government Seed Purchasing Commission for the past three years has been audited. Total sums advanced on requisition from the Dominion Seed Commissioner amounted to \$11,896,540 and the total refunds from proceeds of sales were \$11,903,437. Salaries and expenses were not charged against the cost of the seed.—B.

THE WHOLESALE SEEDSMEN'S League, in convention in Detroit recently, elected the following officers: Pres.: C. C. Massie, Minneapolis; vice-pres., Lem W. Bowen, Detroit; Burnett Landreth, Bristol, Pa., sec'y. Leonard Vaughan, of Chicago was elected a director to fill the vacancy caused by the resignation of Howard M. Earl, Cambridge, N. Y.

LAWRENCE, KAN.—Kansas raises only limited amounts of clover, timothy and alsike. There was hardly any clover or alsike raised this year, but more timothy seed than usual. Blue grass is not raised here either, and none was saved. The crop of alfalfa seed was very short. Do not think there was more than 10 or 15 per cent of a crop raised at the outside this year. The price of alfalfa seed is very high. May have a surplus of a few carloads this year.—Barteldes Seed Co.

TOLEDO, O.—It's true this country has a surplus of timothy. Have had for several seasons. This country uses a lot of timothy, but probably not enough to absorb it all. Europe needs a lot, but the sensational decline in foreign exchange looks like a sure preventive. Some way may be found to ship it over, but now it is to their interest to get the American dollar by shipping everything and anything over here. If they have no money and must have timothy, then it must be done by barter. England and France are on the ground and probably have more or less timothy on hand from purchases made the past year anticipating Central Europe's wants, but their finances are in chaos too. However, if this country can get back to normal and stay normal, a way may be found to make foreign trade possible, and make an outlet for our surplus timothy.—J. F. Zahm & Co.

SAN FRANCISCO, CAL.—Shipments of beans for the month of November were 217,955 sacks, against 198,628 sacks for November, 1918.—H. C. Bunker, chief inspector.

FT. WILLIAM, ONT.—Receipts of flaxseed for the month of November at this market were 281,668 bus. against 410,288 bus. received during November, 1918. Shipments were 291,730 bus. against 169,445 bus. shipped during November, 1918; clover seed, 2,515,779 lbs. against 1,200,120 lbs. shipped during the same month of 1918.—C. Birkett, sec'y.

TOLEDO, O.—Timothy led the seeds, scoring considerable advance. On any declines there was a good demand, especially for the deferred futures. Deliveries on December contracts light. Good deal of trading over from December to the deferred futures. Supplies are large, but stocks are in strong hands and there seems little chance of timothy getting on the bargain counter.—Southworth & Co.

HAMBURG seed merchants are reported by an American seedman who has just returned from a visit to Germany to be doing a small but satisfactory business in their own country. While these firms are in a solvent condition financially it will be practically impossible for them to purchase any considerable quantity of United States seeds until the foreign exchange rates become less unfavorable to Germany.

CHICAGO, ILL.—We received check December 16 for \$10,932.65 from the Illinois Seed Co. in payment for one car of timothy seed which we sold them, which car contains 793 bags or 93,119 lbs. net. This is the largest amount ever paid for one car of timothy seed in the Chicago market. This being a record here, we thought probably you would like to have the same for a news item.—John E. Brennan & Co.

CHICAGO, ILL.—Receipts and shipments for the month of November included: Flaxseed, 50,000 bus. against 66,000 bus. for November, 1918; clover, 1,941,000 lbs. against 2,423,000 lbs. for November, 1918; timothy seed, 2,582,000 lbs. against 3,242,000 lbs. for November, 1918. Other grass seeds, 1,770,000 lbs. against 2,423,000 lbs. for November, 1918. Shipments: Clover, 952,000 lbs. against 1,447,000 lbs. for November, 1918; timothy, 1,964,000 lbs. against 3,903,000 lbs. for November, 1918; other grass seeds, 1,672,000 lbs. against 2,557,000 lbs. for November, 1918.

SPRINGFIELD, ILL.—Albert C. Wilson, analyst of the Illinois Board of Agriculture, gives the following directions in regard to sending seeds for analysis: A great many of the samples sent in contain quite large percentages of inert matter and weed seeds and most likely were taken from lots of seed which had not been re-cleaned after coming from huller. All samples submitted should be from seed that has been given as thoro a cleaning as possible because the result of the analysis will show it either salable or unsalable. If not properly cleaned the chances are greater that it will be reported unsalable and that makes it necessary to either re-clean and submit second sample or sell it to a dealer for re-cleaning. In no case should uncleaned seed be sent in for analysis. It would save a very great amount of time in analyzing seed if the sample is taken from the re-cleaned lot, besides the report is sure to be more satisfactory. Many of the samples sent in are too small for a proper analysis, therefore it is requested that all persons sending in samples should endeavor to have at least twelve teaspoonfuls which is equivalent to two ounces, the amount required. Unless the correct amount is sent, the sample will be held until the additional amount is furnished. This will require a letter to the sender asking for the extra amount, thus causing a delay of several days and making extra work in the office.

No. _____

Jonesville, _____ 191

No _____ of _____ at _____ basis _____

Date _____

V. B. VYE has been indicted by the grand jury of Brown Co., Minn., for extortion. He had acted for the Food Administration looking up hoarded wheat.

Supreme Court Decisions

Unaccepted Check is Not Payment.—Checks, unless accepted and paid constitute no payment of an indebtedness, and a buyer could not extinguish the seller's claim merely by sending a check, which was refused.—James H. Rhodes & Co. v. S. Weissglass & Co. Supreme Court of New York. 178 N. Y. Supp. 378.

Sale or Bailment.—To establish fact of a bailment it was necessary for plaintiff, delivering wheat to an elevator, to show that from the inception of the transaction he retained the right to elect to demand the return of his wheat or other wheat of like grade.—Bonnett v. Farmers & Growers Shipping Ass'n. Supreme Court of Kansas. 181 Pac. 631.

Fire Insurance and Inventory.—An inventory stating neither the value nor the grade of the grain on hand, but giving only the quantity, held not a substantial compliance with the portion of the iron-safe clause requiring taking inventory, since by it the value of the stock insured could not be ascertained.—J. L. Walker v. Hartford Fire Ins. Co. Commission of Appeals of Texas. 210 S. W. 682.

Carrier Liable After Sealing of Car.—When a carrier requests that cotton be inspected and inspection certificate issued before cotton is shipped, and where the inspector is permitted to seal cars when inspected by him, held, that the facts stated are sufficient to sustain a finding that the inspector is an employee of the carrier.—St. L. & S. F. R. Co. v. Blocker. Supreme Court of Oklahoma. 184 Pac. 584.

Combinations in Restraint of Trade.—It is no defense to a prosecution for conspiracy in restraint of trade, entered into by members of an ass'n of shippers of certain potatoes, that there might be other shippers of such potatoes who would not be affected by the ass'n's regulations, for in a prosecution under the anti-trust laws the court must take the business situation as it is found.—United States v. King. U. S. District Court, Massachusetts. 250 Fed. 908.

Minimum Weight Discrimination.—Freight charges, under a special rule fixing a minimum weight of 60,000 pounds per car on certain shipments, there being at the same time a general rule that such minimum shall be 50,000 pounds, or the car's marked capacity, if one of less capacity is furnished, paid upon freight not transported, by reason of the carrier only furnishing cars of a less capacity, are unlawful, under Public Utilities Act, § 32, as being discriminatory and unreasonable.—Allis Brick Co. v. C. M. & St. P. Ry. Co. Supreme Court of Illinois. 122 N. E. 804.

Passing of Title to Crop.—Where defendant in replevin had breached his contract for sale of wheat for which payment was tendered, by disposing of part of it to another and refusing to deliver on demand, the action was not premature, although brought before final date for delivery, title to the wheat having passed at time of execution of the contract and plaintiff's right to possession having accrued on its breach. Where a purchaser bought the entire wheat crop of a seller at fixed price per bushel regardless of grade, except 400 bushels of no specified grade reserved for seed, the title passed at time of the execution of the contract.—W. H. Sikes of Sikes-McMullin Grain Co. v. C. C. Freeman. Springfield Court of Appeals, Missouri. 204 S. W. 948.

Arbitration.—Award of arbitrator in arbitration, under Municipal Court rules, should show upon its face that arbitrator has decided all issues submitted to him, and, where counterclaim has been interposed, should show disposition thereof, so as to preclude any future litigation by either party involving the same matters. Where defendant had interposed counterclaim, award of arbitrator in arbitration under Municipal Court rules that "I have heard the parties to said controversy * * * and decide that * * * (plaintiffs) are entitled to receive" certain sum from defendants held defective, under Code Civ. Proc. § 2374, subd. 4, being silent as to counterclaim; the word "controversy" being insufficient to give rise to inference that counterclaim was passed on.—Hoffman v. Harry Greenberg Co. Supreme Court of New York. 178 N. Y. Supp. 398.

Offer and Acceptance.—To make a contract there must be mutual assent, and the assent must comprehend the whole proposition. Where communication stating the terms on which goods may be ordered is merely an invitation to enter into negotiations, an order given pursuant to its terms does not complete the contract. Where defendant offered oats "even wt. bags for Dec. shipment" at a named price, and plaintiff ordered shipment "about the 17th day of November" of a car of oats "sacked 5 bu. to sack," and one car December 1st and one car December 15th, the acceptance qualified the provisions, and there was no contract.—Browne Grain Co. v. S. E. Walker. Court of Civil Appeals of Texas. 206 S. W. 859.

Measure of Damages for Refusal to Deliver.—Where delivery and payment are to be concurrent acts, and seller refuses to deliver, buyer is entitled to recover as damages the difference between the contract price and market value of the goods at the time and place appointed for delivery. Where goods were to be shipped from New York to Italy, payment to be made upon shipment against shipping documents by certain New York banks, with whom buyer agreed to open and maintain a credit for that purpose, the damage for refusal to deliver was the difference between contract and market price in New York at time of shipment, and not Italy; New York being place of delivery.—Varagnola v. Partola Mfg. Co. Supreme Court of New York. 178 N. Y. Supp. 428.

Conversion by Carrier.—Where the shipment involved transportation between points in different states over the lines of several connecting railroads engaged as common carriers, and the conversion was committed by the last carrier by making a wrongful delivery of the goods, the holder of the B/L had an option to sue the initial carrier under the provisions of the act of Congress commonly called the Carmack Amendment U. S. Comp. St. § 8604a; Georgia, etc., Ry. Co. v. Blish Co., 241 U. S. 190, 36 Sup. Ct. 541, 60 L. Ed. 948, or to sue the last carrier (Southern Ry. Co. v. Morris, 147 Ga. 729, 95 S. E. 284); and where the holder of the B/L obtained a judgment for the conversion against the initial carrier alone, the judgment not being one against the last carrier, it will not amount to such liquidation of the demand between those parties as to render it subject to garnishment at the suit of a creditor of the holder of the B/L.—Southern Ry. Co. v. Hodgson Bros. Supreme Court of Georgia. 98 S. E. 541.

Warranty of Seed.—The description of millet seed contracted to be sold as "good, merchantable seed" is not properly an "express warranty," which is collateral to the contract, while a description of the quality of the goods is regarded as a part of the contract itself. In suit for breach of warranty of quality of carload of millet seed, where there was no evidence as to what extent particular seed delivered by defendant was responsible for trash found in entire car, charge that verdict should be for defendant unless jury should find he agreed to sell entire carload of seed, as alleged by plaintiff, and denied, was proper. If goods tendered in discharge of contract of sale, merely descriptive of quality, did not meet requirements, they may be rejected and seller sued for breach of contract, but where goods are accepted after inspection or opportunity, in absence of fraud, or defect not discoverable by inspection, contract is discharged.—Ferguson v. Johnson. Court of Civil Appeals of Texas. 205 S. W. 512.

Exports of Feedstuffs.

October exports of feedstuffs, compared with October, 1918, and for the 10 months ending October, 1918, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	—October—		10 mos. ending Oct.	
	1919.	1918.	1919.	1918.
Grain & mids., tons	96	225	4,011	6,341
Dr. gr. mlt. spts., tons	570	.....	1,644	84
Milk feed, tons	3,767	376	10,487	8,767
Corn oil cake, lbs.	1,100	.....	997,939	67,350
Cottonseed meal, lbs.	1,763,795	.....	201,693,882	5,104,746
Cottonseed cake, lbs.	10,565,270	.....	243,204,210	1,383,250
Linseed cake, lbs.	44,155,876	842,000	258,059,823	33,790,815
Linseed meal, lbs.	3,451,975	3,356,481	24,836,035	23,491,653

Feedstuffs

CINCINNATI, O.—The Van Luenen Co. started a feed department as an addition to its grain and hay business.

ARGENTINA's first shipment of bran, 200 tons, will be due in Boston about Oct. 1. The price quoted was \$46 per ton delivered.

FRANKFORT, KY.—J. P. Williams, Gorman and H. R. Rodman have incorporated the Frankfort Grain Products Co., with a capital stock of \$100,000.

WINNIPEG, MAN.—Complaint has been made to the Chamber of Commerce regarding the export of screenings and the Chamber is investigating the matter.

BUFFALO, N. Y.—The Maritime Transport Corporation has bought a tract of 200 acres in South Buffalo, on which it plans to erect a \$250,000 fireproof feed mill.

RUSSELLVILLE, KY.—The Gordonsville Feeding Co. has opened a feed department under the name of the Russellville Feeding Co. Creed M. Edwards will be manager.

LITTLE ROCK, ARK.—S. M. Durrett, Jr., Durrett Feed & Grain Co., Ft. Smith, Ark., will be manager of the Capital Flour & Feed Co., which will start in business and operate a large warehouse here.

OGDEN, UTAH.—The Globe Grain & Feed Co.'s feed warehouse has been completed. Its feed mill in course of erection has been completed to the first floor and part of the elevator equipment installed.

MONON, IND.—Leonard Cooley and Newbold are adding to and improving a feed mill which will be ready for use as a feed mill for corn and buckwheat mill about March 1. Three 10-hp. and one 7½-hp. motors will be installed.

VICKSBURG, MISS.—The Vicksburg Feeding Mills have closed their warehouse here and will conduct their business from Jackson, Miss., in the future. This firm was organized as a subsidiary of the Royal Feed and Flour Co. of Memphis and Jackson.

TERRE HAUTE, IND.—The feed mill owned by Kibber at West Terre Haute was destroyed by fire the night of Dec. 5. The loss was \$10,000, partly covered by insurance. The mill was supposed to have originated from the wreckage of a gasoline engine. The mill is being rebuilt.

CHICAGO, ILL.—The Western Feed Manufacturers Co., recently incorporated, has moved over the old Edwards & Loomis mill on La Salle street, where it will carry on its business. E. A. Webb, formerly with the Edwards & Co., is at the head of the company.

JACKSON, MISS.—The Aviston Flouring Co. is installing feed mixing machinery and will be ready to turn out 100 tons of mixed feeds daily. The product of feed has already been started. However, work is not completed and the maximum production will not be reached until January.

THE PROPOSED ADVANCE by the railroads in the administration on eastbound shipments of feed products and mixed feeds from Chicago and other eastern points is still in abeyance. The proposed advance would amount to 2c to 3c per cwt. It was opposed by the Central Feed Com'ite and the Eastern Traffic Com'ite taken the same position. Pending the decision on the proposed advance, the old rate is still in effect. R. M. Field, traffic manager of the American Feed Manufacturers Ass'n, returned from Washington a few days ago from a conference which he represented the Ass'n in the matter of the rate question.

DALLAS, TEX.—A. L. Gracey announces the incorporation of the A. L. Gracey Grain Co., with a capital stock of \$50,000. The company will construct a two-story addition to its plant, the future, 50x80 feet in size. Part of the addition will be a feed grinding plant.

CHICAGO, ILL.—The Armour Grain Co. denies the report that it will build a new feed mill in connection with its elevator on Goose and, saying that no new work will be started and the only work to be done is rearranging the machinery in the present elevator.

OMAHA, NEB.—In the U. S. Federal Court United Alfalfa Milling Co. obtained a perpetual injunction against the Wash-Co Alfalfa Milling Co. against the use and infringement of patents controlled by the United Co. on the molasses mixer originated by M. C. Peters. The application of the defendant company for permission to use parts of the machine which did not conflict with the patent was denied.

MEMPHIS, TENN.—A. T. Potter, of the Baker Oats Co. and W. M. Kallasch, of the Leonard Construction Co., both of Chicago, have been here to complete arrangements for ginning work on the mixed feed and cereal plant to be erected by the Quaker Oats Co., the site purchased some time ago. Switches are being laid, and in a short time it is expected that 300 men will be at work on the plant. Storage bins for 250,000 bus. of grain will be built first.

WINNIPEG, MAN.—The Board of Commerce held a meeting Dec. 16 in connection with the complaint of the Canadian Stock Food Co. regarding the export of screenings by certain elevator companies. It was intimated that, as a question was one of recurring public interest, counsel would be appointed to take charge of the subject. Members of the board made a pronouncement should be made regarding the practice of selling for future delivery and as to the necessity of meeting minimum requirements before export shipments

were made. The matter has come up too late for settlement this season, owing to export contracts having been made.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. R. I. & P. special sup. gives minimum weights on grain and grain products, effective Dec. 15.

C. & A. sups. give minimum weights on grain and grain products, effective Dec. 11; expires March 31, 1919.

Western Freight Tariff Bureau Sup. 21 to circular 1-N gives rules, regulations and exceptions to classifications, effective Dec. 31.

A., T. & S. F. and allied lines in a special sup. gives increased minimum weights on grain and grain products, effective Dec. 17.

C. B. & Q. R. R. has issued a list of supplements giving minimum weights and rules on grain and grain products effective Dec. 15.

C. & A. in sup. 3 to I. C. C. A-1,204 gives rates on grain and grain products from C. & A. in Ill. to Ark. and La. points; also Ark. and Tex. points, effective Dec. 31.

C. & A. in sup. 2 to I. C. C. A-1,193 gives rates on grain and grain products from Peoria & Pekin, Ill., to C. & A. connections in Ill., Ind., Ky., & Mo., effective Dec. 30.

C. & A. in sup. 02 to I. C. C. A-880 gives rates on grain and grain products from Kansas City, Mo., and Mo. points to points in Ark., La., and Mo., west of Mississippi river, including Texarkana, Ark., and Tex., effective Dec. 31.

B. R. & P. in sup. 21 to I. C. C. 5588, sup. 27 to I. C. C. 5695, sup. 7 to I. C. C. 6058, sup. 9 to I. C. C. 6130, sup. 8 to I. C. C. 6421, sup. 2 to I. C. C. 6,660, sup. 7 to I. C. C. 6818, sup. 2 to I. C. C. 6,760, sup. 2 to I. C. C. 6,779, sup. 2 to I. C. C. 6,795, sup. 2 to I. C. C. 6804, sup. 2 to I. C. C. 6872 give grain and grain products increased minimum carlot weights, effective Dec. 11.

C. R. I. & P. in sup. 5 to I. C. C., C-10,597, 19678-K gives rates on grain and grain products from Ill. to Ia., Minn., Mo. and S. D. points to Mississippi valley points; also points in Ark., Ala., Fla., La., Miss., and Tenn., effective Dec. 31.

A. T. & S. F. 5655-Y gives joint and proportional rates on grain and grain by-products from stations in Mo., Kan., and Okla.; also Superior, Neb., to Galveston, Houston, Port Bolivar, Texas City, Beaumont, Orange and Port Arthur, Tex., effective Dec. 30.

C. R. I. & P. in sup. 6 to 13,207-G gives joint proportional rates on grain, grain products and seeds between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo., and stations in Ill., Ind., Ia., Mich., and Wis., effective Dec. 31.

C. R. I. & P. in sup. 9 to 29,329-C gives local, joint and proportional rates on grain, grain products and seeds between Albright, Neb., Armourdale (Kansas City, Mo.), Atchison, Kan., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Ia., Kan., Mo., and Neb. on the C. R. I. & P. R. R., C. B. & Q. R. R. and M. P. R. R. and stations in Ill., Ia., Ind., Minn., Mo., S. D. and Wis., effective Dec. 31.

Before the Interstate Commerce Commission at Des Moines, Dec. 8th, 9th and 10th, E. G. Wylie, Freight Commissioner of the Greater Des Moines Committee, presented brief and arguments, asking that Des Moines be granted a proportional rate on grain, when destined to Chicago, Peoria, and Milwaukee, and other points taking Chicago and Peoria rates, of five cents less than the proportional rate of 15 cents now in effect from Omaha and other Mo. River points. Also that Des Moines be granted a rate of 6½ cents proportional rate to the upper Miss. River crossings, as against the present rate of 13½. The only rate Des Moines has at present to Chicago and Milwaukee is 17½ and to Peoria 15½. Railroads represented were the Chicago and Northwestern, C. B. & Q., C. M. & St. P., C. R. I. & P. and the Wabash. In addition, the Boards of Trade at Chicago, Milwaukee, Omaha and Kansas City were represented.

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Official Brown-Duvel Moisture Testers

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Airtight Containers

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Did you get one of our free MAPLE STROKERS, with all the grain grades printed on it? No? Ask for one.

Grain Carriers

THE EMBARGO on shipment of grain to New Orleans has been lifted and permits for shipments to that point are no longer required.

THE CHICAGO, MILWAUKEE & ST. PAUL has ordered an embargo on grain shipments from interior points to terminals from Dec. 17 to Dec. 26.

FREIGHT loaded in the Northwestern region for the week ending Dec. 1 was 143,369 cars, an increase of 22,638 cars over the corresponding week a year ago.

WESTERN railroads report an increasing demand for cars and side tracks filled with loaded cars, which can not be moved owing to lack of motive power.

BUFFALO, N. Y.—The steamer Sir Trevor Dawson from Ft. William recently brought the biggest load of oats ever received in this harbor. It consisted of 622,000 bus. This cargo went into storage with others from the same port for export.

ST. LOUIS, Mo.—Three government barges loaded out of St. Louis recently with wheat for export via New Orleans made what is said to be the largest tow ever sent out of the city. According to John Dower, of the Merchants' Exchange, the three barges contained 187,000 bus.

A BARGE LOADED with wheat worth \$7,800 sank in the Illinois river at Havana recently, after ramming a log and knocking a hole in her bottom. The wheat had been consigned by McFadden & Co. to the Schultz flour mills at Beardstown. The grain probably will be salvaged and dried in the McFadden drier.

SUIT has been brought by the Great Lakes Steamship Co., of Buffalo, against the Maple Leaf Milling Co., of Canada, for \$40,516, alleging damage to one of its boats, the John Dunn, Jr., at the Port Colborne mill. Negligence is charged to the defendant. The boat was placed at the mill dock, it is alleged, and when the water fell, obstructions pierced the hull.

TRAFFIC in grain and wheat thru the Sault Ste. Marie Canal for November and for the 8 months ending Nov. 1 and for the corresponding periods of 1918 were as follows: Nov., 1919, \$8,654,903 bus.; Nov., 1918, 7,189,456 bus. Wheat, Nov., 1919, 17,388,391 bus.; 1918, 52,702,409 bus. Eight months ending Nov. 31, 1919, grain, 48,550,618 bus.; Nov., 1918, 27,136,928 bus. Eight months ending Nov. 31, 1919, wheat, 105,927,803 bus.; 1918, 100,553,924 bus.

SALEM, ILL.—Anybody who wants to buy a railroad at a bargain may find one to buy in the Illinois Southern, which used to run trains from here to Bismarck, Mo., and back. Since Dec. 12, train service has been suspended under court order, and unless some other road should want to buy it, the Southern may be sold for junk. It is about 200 miles long and was one of the ventures of the late John R. Walsh of Chicago. Some mills in Southern Illinois had been getting part of their wheat supply over the road.

THE SCARCITY of cars for shipping grain still is felt keenly. In the rich corn belt between Paxton and Champaign, Ill., it is said that not more than one car a day has been received on an average at any station for three months. When cars were available in the corn country, there was not much corn to ship, or farmers were too busy to move what they had. One reason assigned for the shortage is the fact that the railroads have had no money for building cars for over a year. Many cars have been used up, while others have not been built to take their places. Until the needs of the country for coal are in some measure supplied no great improvement is looked for.

Insurance Notes.

THE FIRE DEPARTMENT was called out shortly before noon to quench a fire at the Pottsville home. Not much damage was done, as the fire was nearly out before the firemen came upon the scene.—*Baraboo Republican*.

LINCOLN, NEB.—The Central Granaries Co. has been awarded judgment for \$1,442 by a jury in a suit against the Nebraska Lumbermen's Mutual Ins. Co. The grain company sued on the ground that it was insured for a building which burned down recently. The insurance company resisted payment, alleging that the building was not covered by the policy.

Decimal Weight Bill on Passage.

The Vestal bill, H. R. 9755, has passed the House of Representatives, and has been read twice in the Senate and referred to the committee on standards, weights and measures.

This bill has the endorsement of the Millers National Federation and seeks to effect a much desired reform in the standard weights of flour packages, which hitherto have been in fractions of 196 lbs., resulting in such packages as 49 and 24½ lbs.

The bill as passed provides that the standard of weight for flour, hominy grits and meals and all commercial feedstuffs shall be 100 lbs. avoirdupois, and the standard measure for such commodities when sold in packages of 5 lbs. or over shall be a package containing a net weight of 100 lbs. or multiple thereof, or any one of the fractions of 10, 25 or 50 lbs. Except that in the case of commercial feedstuffs, the bill provides that the package shall be 60, 70 or 80 lbs., each package to be marked with its net weight. The only exception in that goods packed, otherwise for export, which must be sold in the domestic market, may be sold by securing a special contract from the Sec'y of Agriculture, who is given the enforcement of the law.

One objection to this bill is the compulsory section 3 imposing a fine of \$500 on any person shipping mill products in packages other than the standard weight. It reads:

Sec. 3. That it shall be unlawful for any person, firm, corporation, or ass'n to pack, or cause to be packed for sale, to ship or offer for shipment, or to sell, or offer for sale, the following wheat-mill or corn-mill products, namely, flours, hominy, grits, and meals, or any commercial feeding stuffs, which, when in original unbroken package form, shall not be one of the standard measures established in section 2 hereof and bear a plain, legible, and conspicuous statement of the net weight contained therein; and any person, firm, corporation, or ass'n guilty of a violation of the provisions of this Act shall be deemed guilty of a misdemeanor and be liable to a fine not exceeding \$500. By the term "in original unbroken package form," as used in this Act, is meant any form of original package or carton or other container made or prepared to contain products for sale in such original package or other container and purporting to contain any specific weight or measure.

This is an interference with private rights and as the courts always strictly construe any penal statute against the law it is likely to be held unconstitutional.

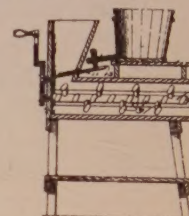
The same result could be obtained legally by declaring that a barrel shall be 200 lbs. of flour and penalizing anyone who falsely labels a sack containing other than 50 lbs., etc., as a quarter-barrel, etc. This would not interfere with the individual's inherent right to put 45, 47, 49 or any other number of pounds in a sack.

In view of the great achievement of the milling trade in establishing the system of package differential prices it would seem both desirable and possible for the reform in the size of packages to be accomplished by the trade by agreement without invoking the aid of meddlesome legislation.

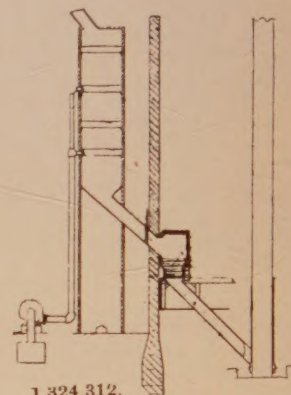
WHEAT HARVESTING begins in Australia, New Zealand and Chili in January. In the Argentine it begins in December. Corn harvesting starts in January in New South Wales.

Patents Granted

1,324,048. Method and Apparatus for Bleaching Grain. Harold H. Hicks, Milwaukee, Wis. This apparatus comprises a stack having means for treating the grain during its passage therethru with sulfur fumes without moisture, a steam chamber distinct from the stack and grain conduit connecting the chamber with



1,324,048



1,324,312



1,324,329

the stack, the grain within the conduit preventing the steam entering the stack.

1,324,312. Machine for Treating Seed Grain. Wenzel H. Herrmann, Norheim, Mont. A seed grain treating apparatus including a hopper having an obliquely disposed transversely ranged adjustable shutter, with one end projecting outside the hopper and having its terminal unturned to form an anti-splashing lip, the hopper having an opening in one side within which the shutter is mounted to slide, guard arranged in said opening above the shutter and spaced therefrom and extending into the hopper with its free end spaced from the front wall of the hopper and beveled, the guard being inclined downwardly and forwardly.

1,324,329. Car Mover. Frank C. Wentin, Appleton, Wis. In a device of the described class, the combination with a shoe adapted to be moved along a railway track of a pair of rectangular blocks of harder metal than the track in which they are embedded and a pair of cotter pins adapted to bear against the protruding ends of the blocks and co-operate with the surrounding metal in holding the blocks in place.

ON ACCOUNT of a partial crop failure, the government of Siam has prohibited the export of rice for a year.

LARGE NUMBERS of Canadian farmers are hauling their wheat across the border to market in the States. Among the places at which this grain comes in are St. John, N. D., and Pembina and St. Vincent, Minn. Canadian farmers say they can make from \$25 to \$40 a load by marketing in the States, besides the difference in exchange in their favor when they get home with U. S. money.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

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Yours truly,

POPE & ECKHARDT CO.
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Under this form of insurance you pay premium only on actual values contained in elevator. Monthly statements of actual values are rendered by you and an adjustment of the premium based on the average value is made at expiration of policy. A simple and satisfactory form of insurance. Write for information.

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Western Manager
Omaha, Nebraska



C. A. McCOTTER
Secretary
Indianapolis, Ind.

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Try our plan for Short Term Grain Insurance
E. H. MORELAND, Secretary

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OF THE

Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

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or loss of a
single life has
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one of them.

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Merry Christmas and Happy New Year To Our Friends in the Grain Trade

We sincerely appreciate your past patronage—your present orders
and a future opportunity to serve you.

We would add to this word of cheer one of advice. Present manu-
facturing conditions are uncertain and in order to avoid disap-
pointment, we urge that you anticipate your Grain grading appa-
ratus requirements early.

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Grain Grading Apparatus NOW

Seedburo Grain Grading Apparatus is official—manufactured
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